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BULGARIA

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December 16, 1942

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CORRECTIONS AND ADDITIONS

BULGARIA - STRATEGIC SURVEY

Para.26, p.44, Change the first sentence to read: Since 1934 the Bulgarian press has been...administered by the Press Bureau under the Ministry of Foreign Affairs....

Para.26, p.44, Change the fourth line from bottom of page to read: S.Gruev, editor, Hristo D.Burzitsov, director.

Para.26, p.44, Second line from bottom of page add: The director of Vecher is Anton Nikolov and the chief editor is Nikola Panchev.

Para.26, p.45, First line. Substitute: Iurii Kirkov, editor for V. Protich, editor.

Para. 26, p. 45, Line ten. Substitute: Danail Krapchev, director, and Ivan Trifonov, managing editor, for Daniel Krapchev, editor.

Para. 26, p.45, Line 14 substitute: P. Tasev for D.Burzitsov

Para. 26, p.45, Lines 17, 18. Substitute: "Director, T. Kozhuharov, second ranking member of the movement; editor in chief, Evgeni Filipov...for: Editor I. Kozhuharov etc.

Para.26,p.45, Line 20. Add after Zaria (Ray): Kr.T.Stanchev, editor, and after Dnevnik (Daily): S. Naumov editor.

Note: Changes in editorial personnel on p.44,45 and 150 are based on information obtained in January and February, 1943 from the Sofia newspapers Zora, Zaria, Utro, Slovo, Dnes and Vecher.

Para.36.p.99, The last paragraph under Ruse should be changed to read: The freight turnover at the port of Ruse in 1937 totaled... Of 5,266 boat-stops at Ruse (in 1937) 3,793 were by steam...

Para 39, p.110 Lines 14, 15 Substitute "United Bulgaria" for "Khristo Botev" and add: "Hristo Botev", broadcasting from Russia and "Vasil Levski", broadcasting from London are the pro-Allied clandestine stations diredted at Bulgaria.

p.150 Appendix D.Cities. 1. Sofia. In the paragraph on newspapers, in the column marked "Editor" make the following changes:
Insert: Kr.S.Stanchev as editor of Zaria
Substitute: Sim.Gruev for F.Panchev as editor of Dnes
Substitute: P.Tasev for C.D.Burzitsov as editor of Mir
Substitute: Evgeni Filipov for T.Kozhuharov as editor of Slovo. (T.Kozhuharov is the director of Slovo)
Substitute: Nikola Panchev for Nikolov as editor of Vecher (Ant. Nikolov is the director of Slovo)

Add: George Bursukov as editor of Duga and Stefan Damianov as editor of Posledna Poshta

(7606) O.S.S., R. & A.

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Section III

POPULATION AND SOCIAL CONDITIONS

15. General

a. Historical. The history of Bulgaria begins in 680 with the establishment of the First Bulgarian Empire by a small tribe of Central Asian Bulgars, of Turanian origin, who gradually extended their power over most of the Slavs of the Balkans. This empire lasted to 1018 and witnessed the conversion of the people to Greek Orthodox Christianity, the introduction of the Cirillic alphabet, and the gradual but complete fusion of Slavs and Bulgars.

After two centuries of Byzantine domination, a Second Bulgarian Empire (1186-1393) extended its power north of the Danube, and from the Black Sea to the Adriatic, including the Aegean littoral. Conflicts with the Crusaders, intrigues with Rome, attacks by Magyars and Tatars, and civil wars weakened the Second Empire and paved the way for complete Ottoman conquest in 1396.

The First Empire had permanently attached Bulgaria to the Greco-Slav Orthodox world. The Second Empire furnished a basis for present day claims to Balkan hegemony. Concurrently, Bulgaria contributed decisively to the heritage of the other Balkan Slavs, the Rumanians and the Russians.

During the five centuries of Turkish subjection Bulgarian survival was ensured by the church and by certain privileges granted by the Sultan for services rendered.

In the 18th century, Russia's growing interest in the Balkans, and Bulgaria's economic and intellectual contacts with Western Europe via the Serbs and the Greeks, led to the national revival. This began with literary and educational reforms. It developed into a struggle against the denationalizing effect of the monopoly of the Greek clergy, culminating in the creation of an autonomous Bulgarian church (the Exarchate) in 1871.

Meanwhile, schemes for Balkan or South-Slav federation having failed, revolutions broke out, which resulted in the "Bulgarian Massacres" of 1876, publicized by Americans and British and avenged by the Russians in the Russo-Turkish war of 1877-78. The treaty of San Stefano (1878) created a Bulgaria so large that Disraeli, fearing Russian influence, cut it up into three parts at the Congress of Berlin (1878): Bulgaria, East Rumelia, and Macedonia.

San Stefano remained a blueprint for Bulgarian ambitions. Britain won Bulgaria's enmity and Russia retained her gratitude in spite of subsequent changes of policy and ideology.

The new Bulgaria's first prince, Alexander of Battenberg, was given a liberal constitution (voted in Tirnovo in 1879) and reactionary Russian generals as ministers. In 1885 Eastern Rumelia was united with Bulgaria in the face of Russian opposition and Serbian attack. But Alexander, having incurred the enmity of Russia, was forced to abdicate. His successor, Ferdinand of Saxe-Coburg-Gotha (1887-1918), gradually obtained control of both internal and foreign policy. Although healing the breach with Russia, he relied increasingly on Austro-German support, which became decisive after Bulgaria failed to obtain a satisfactory solution of the Macedonian problem in 1913.

Macedonia had at times been the center of the medieval Bulgarian state and here the Bulgarian national revival had its in[illegible] The Macedonian lands were subject to the overlapping claims of all the Balkan states. Bulgaria had an advantage , in that most of Maceonia came under the religious authority of the Exarchate; but this merely intensified the struggle.

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In 1912 the Balkan League was formed. Victorious over the Turks in the First Balkan war (1912-13), the Balkan allies disagreed over the settlement. The Bulgarians, having borne the brunt of the fighting, felt that the agreed partition of Macedonia should be carried out, even though all the allied aims had not been achieved.

The Second Balkan war began with an attack by Bulgaria (June, 1913) on Greece and Serbia, already secretly allied in expectation of this event. Turkey renewed hostilities and Rumania's entry settled the issue. By the Treaty of Bucharest (1913) Bulgaria lost Southern Dobrudja in addition to part of Thrace and most of Macedonia.

Bulgaria's role in the First World War, following a year of neutrality, was to a large extent pre-determined, although it might possibly have been averted by a more realistic Allied policy. Ferdinand was pro-German, and the Bulgarians' loathing of the Treaty of Bucharest helped to push them to the side of the Central Powers. Similarly, many Bulgarians now believe that only with Germany's help can boundaries be rectified. Bulgaria's participation, then as now, made certain the conquest of Serbia, and her man-power and raw materials prolonged the general conflict.

German exploitation, war-weariness, and Wilson's Fourteen Points made Bulgaria the first Central Power to lay down arms, caused the abdication of Ferdinand in favor of his son Boris, and inaugurated the revolutionary peasant dictatorship of Stambuliski. In addition to imposing reparations and military restrictions, the treaty of Neuilly (1919) deprived Bulgaria of her Aegean littoral (Thrace) and of several segments on her western frontier. The total losses in 1913 and 1919 were 18,974 sq. km. and 665,656 population. These losses cancelled a large part of the winnings of Bulgaria in the First Balkan War; the net gain still remaining was a territory of 6,800 sq. km. and a population of only 4,810. 1/

Since the First World War, the main internal problems have been those involved in the transition from war conditions and in adjustment to the peace. Among the major burdens was the settling of more than a quarter of a million refugees and exchanged population -- a problem ultimately solved with the help of a League loan. The fall in agricultural prices and the competition of her agricultural neighbors seriously affected the country, and a shift was made to more intensive money crops. A catastrophic earthquake occurred in 1928. Bulgaria, as a predominantly agricultural area, was less affected by the depression than many other countries. Reparations and the public debt represented the largest item in the annual budget.

Internal politics were marked by a bloody revolution, in which the bourgeois Nationalists in alliance with the Army and the Macedonians put an end to the Agrarian-Communist regime in 1923. From 1925 to 1931 a coalition of middle-of-the-road parties (the Democratic Entente) was in power. From 1931 to the coup d'etat in 1934 the successors of the bourgeois members of this Entente were forced to share power with the moderate Agrarians.

Throughout this period rival Macedonian groups dominated internal politics, and kept Bulgaria politically and economically isolated from her neighbors. Though smarting under the terms of the Treaty of Neuilly and treated by her neighbors as a dangerous trouble maker, Bulgaria withstood provocation. By not resisting a Greek invasion in 1925 the Bulgarians won a notable victory both for themselves and for the League. The question of an Aegean outlet through Greek territory was never settled.

After the fall of Stambuliski, relations with Yugoslavia were constantly strained by Macedonian terrorism, frontier incidents and Serbian reprisals. The establishment of the dictatorship in Yugoslavia (1929) increased the tension. A similar situation existed with Rumania over border incidents and sequestration of Bulgarian property in Dobrudja. Bulgaria's only official friend was Turkey, with whom a protocol of friendship was signed in 1925.

Because of France's sponsorship of the Little Entente and her status quo policy at Geneva her relations with Bulgaria were less than cordial. Neither France nor England made a really serious attempt to buy Bulgaria's friendship with trade. On the other hand, Italy's influence as a champion of revisionism was enhanced by her economic interest in Bulgaria, and cemented by the marriage of Boris to Giovanna, daughter of Victor Emmanuel (1930). But Italy was overshadowed in every way by the rise of Nazi Germany.2/

b. Contemporary. The contemporary period in Bulgaria begins in 1934. In that year a coup d'etat abolished parties and suspended the parliament, and outlawed the Macedonian organizations; Social Renovation was decreed, starting the country along the path of regimentation; the first trade treaty in 37 years with Yugoslavia was signed; and the last complete census was taken.

About 80% of Bulgaria's seven million inhabitants (including those of Southern Dobrudja, but excluding the population of the new Greek and Yugoslav territories) are agricultural. Towns are few and small, closer to the village than they are to the modern city. There is only one large city, Sofia, with a population of about 500,000. Bulgaria is overpopulated, inasmuch as the density per arable acre is high (more than three times what it is in France), individual farms are the smallest in Europe and opportunities for other occupations hardly exist. Under the prevelant primitive methods of cultivation yields are low.

In language, culture, religion, and standards of living, Bulgaria is relatively homogeneous. The only significant ethnic exception is the 600,000 Turks, and these do not constitute a serious problem. Much more serious, until recent territorial changes, were the problems arising out of the existence of Bulgarian minorities in neighboring countries.

Bulgarians make up for their poverty by their industry and frugality. They are famous throughout Europe as gardeners and builders. Some of the finest fruits and vegetables in the world are produced there. Bulgarian grapes and strawberries used to be sent to London by airplane.

Bulgaria is not industrialized, and the people are not mechanically minded but are clever with their hands. They are inured to hardship, long hours and low pay. They work for a sweatshop income but manage to exist on it. The social legislation of the country is sufficiently progressive and broad in scope, but economic conditions and lack of enforcement render it inoperative.

Bulgaria has a healthy climate, and a remarkably high percentage of centenarians. Much of the malaria has been cleared up by the Rockefeller Foundation. Nevertheless, infant mortality is extremely high, tuberculosis is widespread, and medical facilities inadequate. Even in the towns a bath is still cause for congratulation. Toilet facilities are often less than primitive.

In comparing themselves with their neighbors, the Bulgarians pride themselves on their literacy. In fact, one may speak of a cult of education so strong that it has given rise to an intellectual proletariat. The Church, on the other hand, retains its hold largely because of the conservatism of the masses, and the historic role of the Church as a national institution.

The peasant is used to obeying the orders of the village elders and the decrees of the authorities. Political gangsterism and poverty, however, have lessened the respect for law and order, yet crimes are few. There are certain traditions of local self-government, but strong-arm rule, excessive partisanship, and the spoils system have hardly promoted the development of sound democracy. However, American education and philanthropy have contributed greatly towards a better understanding of democracy in Bulgaria.

The Bulgarian is an avid reader of newspapers. As radios are still a luxury, the papers are the main source of news. In the past the press has been relatively free and has often added fuel to the political fires. But since 1934 it has been controlled and now obediently reflects the orders of the local representative of the DNB (German Press Bureau).

16. Population

Until the recent enlargement of Bulgaria and the dismemberment of Yugoslavia, Bulgaria was the smallest independent Slavic state. The estimated population was 6,307,600 at the beginning of 1940 3/ and 6,400,000 in 1942 (within the pre-war frontiers). Estimates for the population of the territories annexed since the war started are: 425,000 for South Dobrudja, 1,330,000 from Yugoslavia (estimate for 1941), and more than half a million in Thrace, making a grand total of between eight and a half and nine million within the frontiers of today. 4/

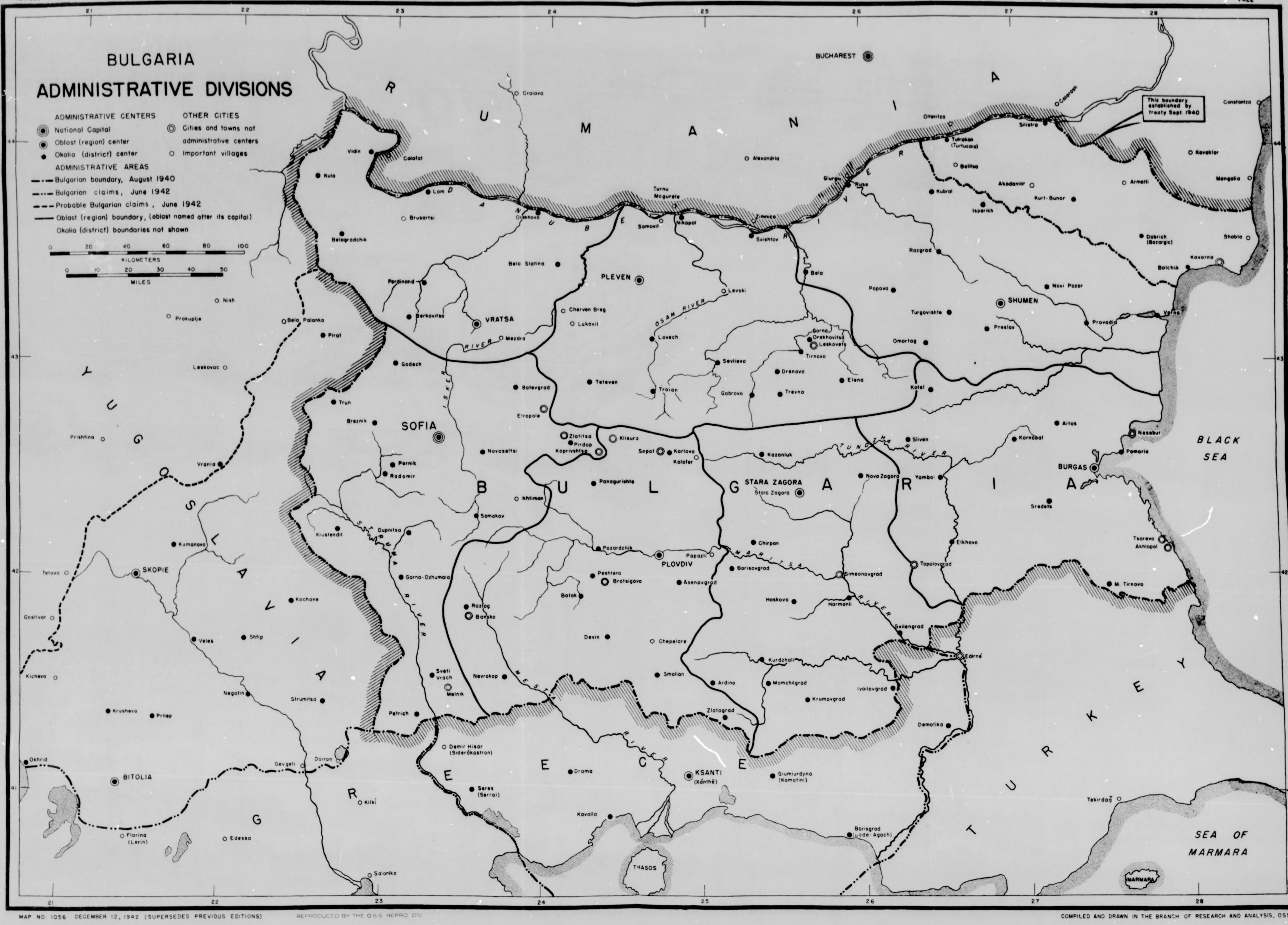
Since the last war the growth and the distribution of the population have been affected by the emigration of thousands of Turks and the immigration of about a quarter of

Due to its large size, the following document has been filmed in segments. The order of the segments is as follows: left to right, top to bottom.

REVISED EDITION

FREE

BULGARIA
ADMINISTRATIVE DIVISIONS


ADMINISTRATIVE CENTERS
◉ National Capital
◉ Oblast (region) center
● Okolia (district) center
OTHER CITIES
◎ Cities and towns not administrative centers
○ Important villages
ADMINISTRATIVE AREAS
Bulgarian boundary, August 1940
Bulgarian claims, June 1942
Probable Bulgarian claims, June 1942
Oblast (region) boundary, (oblast named after its capital)
Okolia (district) boundaries not shown
KILOMETERS
0 20 40 60 80 100
MILES
0 10 20 30 40 50
This boundary established by treaty Sept. 1940
RUMANIA
YUGOSLAVIA
BULGARIA
GREECE
TURKEY
BLACK SEA
SEA OF MARMARA
MARMARA
THASOS
DANUBE RIVER
ISKER RIVER
OSAM RIVER
TUNDZHA RIVER
MARITSA RIVER
STRUMA RIVER
MESTA RIVER
BUCHAREST
SOFIA
PLEVEN
VRATSA
SHUMEN
STARA ZAGORA
PLOVDIV
BURGAS
SKOPIE
BITOLIA
KSANTI (Xánthē)
Craiova
Alexandria
Oltenitza
Calarasi
Constantza
Vidin
Calafat
Kula
Lom
Brusartsi
Orekhovo
Belogradchik
Bela Slatina
Turnu Magurele
Somovit
Nikopol
Zimnica
Svishtov
Giurgiu
Ruse
Tutrakan (Turtucaia)
Silistra
Belitsa
Kubrat
Isperikh
Akadanlar
Kurt-Bunar
Armatli
Kavaklar
Mangolia
Dobrich (Bazargic)
Shabla
Balchik
Kavarna
Razgrad
Bela
Popovo
Turgovishte
Novi Pazar
Preslav
Provadia
Varna
Omortag
Levski
Ferdinand
Berkovitsa
Mezdra
Cherven Breg
Lukovit
Lovech
Gorna Orekhovitsa
Leskovets
Tirnovo
Sevlievo
Drenovo
Elena
Gabrovo
Trevna
Kotel
Teteven
Troian
Botevgrad
Etropole
Zlatitsa
Pirdop
Klisura
Koprivshtsa
Sopot
Karlovo
Kalofer
Kazanluk
Sliven
Karnobat
Aitos
Nesebur
Pomorie
Nova Zagora
Yambol
Sredets
Tsarevo
Akhtopol
Elkhovo
M. Tirnovo
Topolovgrad
Chirpan
Papazli
Simeonovgrad
Borisovgrad
Haskovo
Harmanli
Svilengrad
Edirne
Kurdzhali
Momchilgrad
Krumovgrad
Ivailovgrad
Ardino
Zlatograd
Smolian
Chepelare
Devin
Batak
Bratsigovo
Peshtera
Pazardzhik
Asenovgrad
Panagurishte
Novoseltsi
Ikhtiman
Samokov
Godech
Trun
Breznik
Pernik
Radomir
Kiustendil
Dupnitsa
Gorna-Dzhumaia
Razlog
Bansko
Nevrokop
Sveti Vrach
Melnik
Petrich
Demir Hisar (Siderókastron)
Seres (Serrai)
Drama
Kavalla
Giumiurdjina (Komotini)
Demotika
Borisgrad (Lede-Agach)
Tekirdağ
Nish
Prokuplje
Bela Palanka
Pirot
Leskovac
Prishtina
Vrania
Kumanovo
Tetovo
Gostivar
Kochone
Shtip
Veles
Kichevo
Negotin
Strumitsa
Krushevo
Prilep
Okhrid
Gevgeli
Doiran
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MAP NO. 1056 DECEMBER 12, 1942 (SUPERSEDES PREVIOUS EDITIONS)

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a million refugees, including the population exchanged with neighboring countries, primarily Greece and Rumania. Within the country there has been a gradual shift of population from west to east and from the highlands to the plains.

Bulgaria's birth rate, which used to be one of the highest in Europe, has been declining since 1924. In 1938 it was 22.8 per 1,000, a decline of 42 per cent since 1921-25. The death rate was 13.7 per 1,000, a decline of 34 per cent. The natural increase per 1,000 population was 9.1, or half the rate for 1921-25. The rate of infant mortality is still among the highest in Europe; in 1938 it was 144 per 1,000. 5/

Composition of Population According to 1934 Census: 6/

	Males	Females	Total	Per Cent of Total	Women per 1,000 Men	Average Annual Increase per 1,000 in 1926-34	
						Actual	Natural
Urban	660,914	641,637	1,302,551	21.4	971	18	8
Rural	2,392,976	2,382,409	4,775,388	79.6	996	12	16
Total	3,053,893	3,024,046	6,077,939	100.0	990		

The rural population has been increasing in density, in spite of a growing exodus to the towns. In 1934, only 940,021 of the total urban population of 1,302,551 had been born in towns.

In 1934, there were 1,284,993 families, averaging 4-6 members. Several rural family groups had more than 30 members. About 50 per cent of the total population was or had been married.

In 1940 the estimated density of population was 158 per sq. mi., or double what it had been in 1881. The actual density in the settled area is much greater, as almost half the country is mountainous, and 32 per cent is forest land.

Thus the average density of the rural population was more than 290 per sq. mi. of cultivated land. The highest population densities were 1,250 per sq. mi. at Ardino, and 1,188 at Zlatograd. 7/ The population is by no means evenly distributed throughout the country. The most populous areas are Sofia (562 per sq. mi.), Ruse, Tirnovo, Vidin, Kiustendil Varna, Shumen, and Plovdiv. The foothills of the Balkans are more densely settled than the Danube plain; the Black Sea littoral least densely of all. (33.2 per sq. mi. at Malko Tirnovo). 8/

The distribution of population by administrative regions in 1934 and the movement of population in 1939 were as follows:

Area and Population, 1934 Census 9/				Movement of Population, 1939 11/		
Oblast	Area Sq. Mi.	Population	Density Sq.Mi.	Births	Deaths	Emigration
Burgas	5,259	551,947	106	14,509	9,028	399
Vratsa	4,302	739,366	171	14,051	8,822	3,061
Plovdiv	6,116	801,755	51	22,097	11,463	1,021
Pleven	5,938	996,686	168	17,989	12,313	6,402
Sofia	6,533	1,152,053	176	26,697	14,599	1,400
Stara-Zagora	6,005	812,633	135	18,720	12,122	914
Shumen	5,671	1,020,499	179	22,488	15,803	15,924
Total	39,824	6,077,939	153	136,551	84,150	29,121
So. Dobrudja	2,983	378,344 10/	127			
Total	42,807	6,456,273	150			

The population in 1934 was relatively younger than that of western European countries or the U.S. The youth (under 20) comprised 42.8 per cent of the population, the 20-59 age-group comprised 49.5 per cent and the oldest group 7.7 per cent. 12/(For distribution of population according to age and sex see Appendix, Table 1.)

Although 97 places were classified administratively as towns only 29 had 10,000 or more inhabitants in 1934. In that year Sofia had a population of 287,095, which exceeded the combined population of the 4 next largest cities: Plovdiv (100,000); Varna (70,000); Ruse (50,000); Burgas (36,000). Among the smaller places, there were 7 that had 20,000-30,000 and 17 with 10,000 to 20,000. (See Appendix, Table 1b). 13/ About half of the population classified as urban for administrative purposes lived in the seven largest communities. The typical town was however, much smaller and had about 7,000 inhabitants.

In 1934, the 5,654 villages ranged in population from a score to 11,882 (Knezha), and the typical village had about 1,000 inhabitants. Approximately 30 per cent of the total population lived in places with between 1,000 and 2,000 inhabitants; 10 per cent lived in cities of over 30,000. 14/

17. Ethnic and Social Groups

Racial origins. Like other nationalities in the Balkans, the Bulgarians are of mixed racial origin. The original population was Thracian, overlaid by Roman, Greek, Germanic, and Asiatic elements. Between the fourth and seventh centuries Slav tribes overran most of the Balkan peninsula, including Bulgaria, and gave it a permanent Slavic character.

In the last half of the seventh century the Bulgars, a Turko-Tatar tribe of Central Asia, conquered the South Slavs living in Bulgaria. Small in numbers, they supplied their name and a political organization, but were otherwise absorbed by their Slavic subjects.

During later centuries related or similar Asiatic invaders--Kumans, Pechenegs, Uzes, etc.--may have been added to the remnants of non-Slavic elements in Bulgaria.

Under Ottoman rule Osmanli Turks were settled in towns along the main routes and the frontiers, and in the plains, while the Bulgarians often withdrew to the highlands. Later Tatars and Circassians were transplanted from the Crimea and the Causasus and many Bulgarians were forcibly converted to Islam. All these Moslem elements, however, remained relatively distinct from the Christian population.

Present racial composition. The present-day Bulgarians may be considered as Slavs, closely related to the other South Slavs of the Balkans. Aside from a few proper names, a dozen words, and some ruins, the original Bulgars have left no trace. 15/

The supposed Asiatic origin of the Bulgarians has to some extent popularized/Pan-Turanianism and on occasion has fostered friendly feeling for the Magyars (as at present) and even for the Turks. It was also used as propaganda against Bulgaria by Russians and Serbs in the last war. 16/

During her whole existence as an independent state, until her subjection to Nazi influence and pressure, Bulgaria has been comparatively tolerant, both to ethnic and to religious minorities, largely because Bulgaria is relatively homogeneous. The only large ethnic and religious minority are the more than 600,000 Turks. About 85% of the population is ethnically Bulgarian. (See Appendix, tables 2-5 for the distribution and interrelation of language, religion, and nationality).

Turks are found throughout the country but live in compact masses only in ~~South~~Northeast Bulgaria--in the Ruse, Shumen, and Varna districts--and in the Kurdzhali-Momchilgrad district where they comprise as high as 90 per cent of the population. A few Turkish villages are found scattered along the Danube and elsewhere, and some Turks still live in cities, notably Sofia, Plovdiv and Karlovo. Shumen is their religious and cultural center. Although it has almost complete freedom, the Turkish minority has at times been used to create tension between Turkey and Bulgaria. There has been a steady emigration to Turkey, about 15,000 in 1938, 10,000 of whom went from the Shumen Region. 17a/ The acquisition of South Dobrudja has added about 100,000 Turks (as well as some Tatars); many have been emigrating from Dobrudja to Turkey in recent years. 17b/

Moslem affairs are handled according to the charter of 1919, granting considerable cultural, religious and judicial autonomy. At the head is the grand mufti in Sofia, with subordinate muftis in each Moslem district. Turks have their own schools, newspapers and organizations.

Pomaks are Bulgarians who were forcibly Moslemized during the 16th and 17th centuries. They speak Bulgarian and follow Bulgarian customs, and efforts are being made to assimilate them. They live mainly in the Rhodope Mountains. 18/

Gypsies are Moslem in the majority. There is a large gypsy quarter in Sofia as well as in other towns, and some gypsy villages around Lom, Sliven, etc. The rest live in movable encampments in spite of the law against vagrancy, directed against them. Gypsies now come under anti-Jewish laws.

Tatars. These are descendants of those transplanted from the Crimea in 1861. They live as agriculturists in Northeast Bulgaria.

Gagauzi are Turkish-speaking Christians, who may be descendants of Turkic invaders of the Middle Ages. There are several Gagauz villages in the neighborhood of Varna; others have been assimilated.

Jews are mostly Spanish-speaking Sephardim, with some newcomers from Eastern Europe. Practically all of them (97 per cent) live in the towns and are engaged in the professions or are dealers and shopkeepers. Formerly they enjoyed privileges similar to those of the Turks, with a chief rabbi residing in Sofia, but during the last two years, under pressure from the Germans, restrictive measures have been imposed, although there is little native anti-Semitism in Bulgaria. A new law (1942) is copied after the German.

Armenians. A few were settled as colonists during the Middle Ages. Others came as traders during the period of the Ottoman conquest. The majority are refugees from Turkish massacres and found principally in Sofia and Plovdiv, where they have their own newspapers, and Varna.

Greeks. Since the exchange of Greco-Bulgarian population, following the last war, comparatively few Greeks remain in the Black Sea coast towns and in Plovdiv. Altogether about 50,000 Greeks were exchanged for twice as many Bulgarians. 19/

Russians. White Russian refugees from Baron Wrangel's army. The largest groups are in Sofia and Varna.

Germans are encountered in various places as families and individuals engaged in business; there are also two German villages--Endzhe near Shumen, and Geran, near Pleven.

Czechs live in one or two villages and there are also scattered families engaged in agriculture, manufacturing, and business. They are industrious and prosperous.

Rumanians form compact groups near the Danube in villages around Kula, Vidin, Nikopol, and Orekhovo. They call themselves Aromuns. The 100,000 Rumanian and Macedonian Vlach inhabitants of recently acquired South Dobrudja have been exchanged for about 70,000 Bulgarians from North Dobrudja, in accordance with the convention of Craiova of September 7, 1940. 20/

Macedonians. These may be considered a minority in a restricted sense only. There are two categories--the original native inhabitants of that part of Macedonia obtained by Bulgaria from Turkey in 1913, and the refugees who have fled from Yugoslav or Greek Macedonia and Thrace within the past 30 years or who have been exchanged for Greeks in Bulgaria. Some of the latter have been settled in Bulgarian Macedonia, others in districts vacated by Greeks, but most are scattered in the larger towns, especially Plovdiv and Sofia, along with refugees from Dobrudja, Thrace, and the western frontier districts lost to Yugoslavia in 1919. Some are now returning to their old homes.

According to the 1934 census 95.3 percent of the population of Bulgaria was native-born. The foreign-born group (286,577) consisted largely of Bulgarians who immigrated as refugees from neighboring countries: Greece, 99,440; Turkey, 75,091; Yugoslavia, 47,416; Rumania, 40,379. White Russian emigres numbered 15,557, and natives of Germany and Austria 2,689. 21/

(Statistics for population according to nationality and citizenship are given in the Appendix, Table 5.)

Social Groups. In Bulgaria there is no titled aristocracy or ruling class. Class distinctions are slight and there is only a small middle class. Some families have acquired a certain prestige through long public service but on the whole genealogy is not stressed. A century ago the great social cleavage was between the older, wealthier, and therefore more conservative chorbadji, or village notables, and the rest of the rural population. Today it is between the urban middle class and the peasants.

Since Stambuliski and the organization of the Agrarian Party, this class conflict has been more pronounced. But there has also been greater understanding and sympathy for the hard lot of the peasant who in turn has enjoyed more education and some of the amenities of civilized life. It must be remembered also that in Bulgaria a town (or city) is usually an administrative rather than an economic or social concept; furthermore, many Bulgarians, even in the largest cities, retain close contact with their village relatives. 22/

Within the two major divisions there may be observed a growing proletariat, in the rural areas composed of agricultural workers or peasants whose holdings have dwindled in size through sub-division and in the towns made up of the intellectual and industrial proletariat. In either case, the result of poverty may be adoption of an ill-defined communist doctrine. At the other extreme, although there are no large individual landowners, there are a few relatively very wealthy individuals.

Finally, the number of state employees, most of whom are poorly paid, is large, and out of proportion to the total population. Their ranks are fed by those with higher education who find the professions overcrowded and disdain business or agriculture.

18. Language

Bulgarian, a Slavic language using the Cyrillic alphabet, is spoken or understood by the great majority of the population. The Turks are the most important exception in the regions where they are in a majority.

Literary Bulgarian is closer to Russian than to any other Slavic language. Vernacular Bulgarian, especially the dialects of western Bulgaria and Macedonia, is also close to Serbo-Croatian.

Aside from the numerous and often wide local variations, there are two principal Bulgarian linguistic areas, eastern and western, the division being a line from a point west of Nikopol on the Danube passing west of Pazardzhik to a point east of Salonika. They differ mainly in the pronounciation of a few letters. 23/

Before the recent territorial changes incorporating South Dobrudja and parts of Thrace and Macedonia there were about one and a half to two million Bulgarian-speaking people outside of Bulgaria, mainly in Russia, Rumania, Greece and Yugoslavia.

Bulgarians have good foreign linguistic equipment because their own language and literature is relatively restricted, opportunities for higher education in their own country are limited, and they have tolerated minorities and foreign schools. There has been considerable temporary as well as permanent emigration to other European countries and to North and South America. In 1934 there were 15,242 Bulgarians temporarily residing abroad, half of them engaged as gardeners and farmers. 24/

Next to Bulgarian, the most widely spoken native language is Turkish. In addition to the Turks, it is used by the Pomaks (Moslem Bulgarians) and to some extent by gypsies. Most of the older generation of Bulgarians know some Turkish. Greek is still spoken in some of the towns and villages along the Black Sea Coast. Rumanian is a second language for Bulgarians along the Danube and in South Dobrudja, as well as the tongue of the Rumanian minority.

Most educated Bulgarians can speak or understand Russian, a required subject for two years in high school. Probably Serbo-Croatian would be more readily understood among all classes of the population. Either French or German is a required subject for 5 years in high school. In addition, a large proportion of professional men and officials have studied either in French or German-language universities. Most restaurant, hotel, and shopkeepers know some German or French. French is also apt to be the language of the upper-class Jews, whereas most of the others use Judeo-Spanish. Italian is less widely known. During the last decade German has been gaining at the expense of French, preference for German in the schools being about 2 to 1.

In addition to the schools for foreign nationals and native minorities, there were French, German, Italian, and American religious or political propaganda schools and institutions where foreign languages were taught.

English has been taught by American missionaries in Bulgaria since 1860. Most of the Protestant pastors and teachers and many of the members of the Bulgarian Evangelical Church know English. Some of the leading men and women in all walks of life have learned English at Robert College and the American Women's College in Istanbul. The co-educational American Junior College in Simeonovo, near Sofia, has had as many as 500 students per year and has graduated about 2,000. Its graduates have done much to popularize English especially in Sofia during the last ten years.

The American Girl's High School in Lovech has about 1,000 graduates. The American Grade School in Sofia has produced about 500 English-speaking students, some of whom have continued their studies at Simeonovo. These American schools were closed in September 1942.

English has also been taught experimentally in the state and private high schools. There is a chair of English language and literature in the State University in Sofia. Instruction in the language has also been offered under the auspices of the English Speaking League, the Y.M.C.A. and the Y.W.C.A., in Sofia. A few Bulgarians have studied in colleges and universities in the United States.

In almost every Bulgarian town and in many villages, it is possible to find at least one man who has been to the United States or Canada, and who knows at least a few words of English. At least 10,000 persons in Bulgaria are supposed to know English very well. 25/

Any satisfactory dealings with the average urban and rural inhabitants would require the use of interpreters with an adequate knowledge of Bulgarian.

For distribution of languages spoken in Bulgaria and the relation between language and religion see Appendix, Tables 2-4.

19. Characteristics of the people.

The first of the two main cultural and historic traditions of Bulgaria is the Byzantine. Converted to Greek Orthodox Christianity, the Bulgarians developed under traditions emanating from Byzantium which shaped the political and legal system and determined the forms of religious life and literature. Bulgaria's Greek Orthodoxy kept her facing toward Constantinople and later toward Moscow - and served as a barrier between Bulgaria and the Roman Catholic and Protestant West.

The second major determining factor is the Ottoman Turkish. On the one hand this served to delay the appearance of Western influences until the 19th century. On the other, the almost 500-year-long Ottoman domination, accompanied by a large Turkish infiltration among the population, influenced the social structure and cultural outlook of Bulgaria to an extent still obvious today, after more than 60 years of independence. This Turkish influence is seen in the Bulgarian mentality, cuisine, domestic architecture, mode of life, dress, social conventions and status of women.

About 90 per cent of the people are peasants or have a peasant outlook, and therefore share many of the characteristics of peasants everywhere. This may be seen in the survival of village customs, costumes, and to a certain degree mentality, although these are beginning to give way in the face of twentieth-century progress.

Bulgarians are among the most moral and puritan of Balkan peoples--formally at any rate--and the relations between sexes are rigidly regulated. They share the oriental theory that women are to be seen--during daytime only--but not heard. Bulgarian women walk while men ride, stand while men sit, listen while men talk, wait until the men have eaten, and work while men settle affairs of state in the village saloon or city coffee shop.

In the larger cities and among the better educated, there are fewer restrictions. Children are apt to be spoiled, and women in the upper classes are much freer, although socially still not on a par with men. Even in the capital, night life, except for foreigners and by foreigners, is almost completely lacking.

Temperament. Bulgarians in general are a sober, frugal, thrifty, industrious people. They abhor waste and ostentation. Conservative and cautious in most matters connected with everyday life, they have a traditional love of freedom and take to all kinds of causes and reforms with a crusading and often misguided zeal--Tolstoi and vegetarianism, temperance, communism, and even the Macedonia Movement for which many of them are willing to sacrifice their own and others' lives, without thought of personal gain.

Bulgarians are independent and opinionated; political parties split up into unnumerable fractions and the most illiterate peasant is likely to have very definite ideas on how the country should be run. On the other hand, discipline and authority have undisputed place in the family and in the village, where the village elders' word is law and everyone has to sow, and harvest at the same time. Communal ownership of rural property is widespread and co-operatives are popular in both town and village.

Except as Turkish brutality and the struggle for existence have taught him cunning, sharp practices and bargaining, the Bulgarian is honest, generous and hospitable to a notable degree. He has a fondness for litigation, a passion for owning a house and especially land, and an ardent desire for education for self or children.

Military ability Bulgarians are among the best soldiers in the Balkans. The army is held in high esteem within the country and although severely restricted in size (theoretically to 30,000) between 1918 and 1938, it received the best physical material, and the less fit conscripts went into the labor corps. Promotions are strictly on a merit basis. On occasion, as in 1923 and 1934, the army has acted as a rather reactionary political force. Bulgarian soldiers are brave, rugged, and well trained, and can subsist on bread alone.

Bulgarians believe that they never lost a battle (though seldom winning a war); that they were mainly responsible for the victory over the Turks in the First Balkan War, and only lost the Second because of the treachery of their allies and the stab-in-the-back by the Rumanians. The military tie with the Germans and the Hungarians during the last war has been one factor in their present Axis alignment. Almost the only opponent the Bulgarian respects is the Serb, who possesses soldierly qualities and the same skill with the bayonet on which the Bulgarians pride themselves. The Bulgarian despises the Rumanian, and before the recent Albanian campaign he despised the Greek.

The present army is estimated at about 400,000 first line troops.

Respect for authority. The Bulagrian's respect for authority is qualified by his individualism and the tradition of taking the law into his own hands--a tradition inherited from Turkish times. The tradition of authority within the family and the village is carried over to a considerable extent into relations with the central government; but violent party rivalry operates in a reverse direction, to weaken central authority.

Political capacity. Since the Middle Ages there has been no Bulgarian ruling class. Before obtaining independence from the Turks, the Bulgarians had some practice in local self-government in communal affairs and in the guilds. The chorbadji class (the wealthy conservative element) cooperated to some extent with the Turks. A few leaders before and after the liberation were trained in democratic theories at Robert College. On the whole, however, Bulgarians were not prepared for the rather liberal Constitution of Tirnovo of 1879, and under the authoritarian regimes since then they have had few opportunities to develop genuine democratic practices. Since the adoption of the constitution there has been universal manhood suffrage, occasionally limited by arbitrary disbarments at the polls. Until recently women could vote only on educational matters in the commune, and even now women's suffrage is confined to mothers. By one means or another, the parties in power have usually managed to control the elections.

Attitude toward the United States The first contacts with America came in the middle of the Nineteenth Century through American missionaries and schools. Bulgarian hostility to Protestantism was outbalanced by the desire for a free education and free reading matter, and especially by American disclosure of massacres and American relief work in 1876-79. America is credited with a share in the making of Bulgaria, and gratitude is felt for this and subsequent American actions in the interest of Bulgaria. Most Bulgarians probably believe that with respect to their country the United States has acted without ulterior political motives. They believe that England has usually acted to thwart Bulgaria's "legitimate" desires. However the name of Gladstone is still venerated in Bulgaria.

Bulgarians appreciate the altruistic contributions of the Rockefeller, Carnegie, and Near East Foundations and similar philanthropic institutions. Also favorable to good relations with America is the influence of the Bulgarians who have benefited by an American education, and the attitude of the relatively large number of Bulgarian and Macedonian immigrants in the United States.

Aside from the deeply rooted and complex influence of Russia in Bulgarian thought, and the economic and now military strangle hold of Germany, no other foreign influence is as great as that of the United States.

American and Bulgarian Misconceptions The average American's idea of Bulgaria is made up of "Arms and the Man" or its musical equivalent, "The Chocolate Soldier"; attar of roses; a locomotive-driving king who once was a very eligible bachelor; and IMRO terrorists who rival in zeal if not in finesse our own Chicago gunmen. The American press has not always given Bulgaria a fair deal. Actually the majority of Bulgarians are practical, hard-working peasants whose life is far from rosy, and the King is as sober as the rest of his subjects.

Our comic-opera idea of Bulgaria is on a par with the idea that many Bulgarians have of America. They have found it hard to understand how millions could be unemployed in what is to them a land of fantastic wealth and progress; how Americans could starve or stand in breadlines; why baby kidnappers and gangsters are tolerated. Their picture of the United States has been distorted by Sinclair Lewis and Jack London, by the more exotic Hollywood productions, by the tall stories of returned immigrants and by sensational items that appear in the Sofia press to the exclusion of more worthwhile information.

20. Living conditions

Standards of living. As Bulgaria is a relatively backward and poor agricultural country, just beginning to adopt western standards and practices, living conditions are for the most part primitive, and standards are low. The adoption of modern conveniences has also been delayed by thrift and conservatism.

The rush for education and for white-collar jobs, whether public or private, results in intense competition, an enlarged bureaucracy, and unemployment at the white-collar level; it lowers standards of living among the educated, delays marriage, and reduces the urban birth rate. The resulting discontent feeds the radical groups of the Right and the Left.

The per capita wealth in 1939 was about $400. 26/ The cost of living rose considerably in 1939-41, but in June, 1941, still remained below the level of 1929.

	1939	Jan. 1940	June 1940	Dec. 1940	June 1941	
Cost-of-living index (1929=100)	62	72		84.1	89.5	27/
Wholesale prices (1929=100)	67		84.8		102.9	27/

Between October, 1940 and June, 1941, wages increased 25 per cent. 28/ During the period June 1-October 1, 1941 retail food prices more than doubled. 29/ Rationing of staple clothing and food (meat, butter, cheese, bread etc.) has been established, and the quality has been reduced. The acute coal shortage of last winter, due largely to insufficient transportation facilities, may occur again. 30/

a. Rural standards. The average annual budget of a peasant family of six persons amounts to about $240 in cash and in kind. About 70 per cent consists of home-grown products consumed by the producing family. The food consumed has a value of about $165. The remainder is distributed as follows: (One dollar=100 leva) 31/

Clothing	$24.00	Lighting	$3.30	Church	$1.00
Footwear	10.50	Cultural	7.30	Health	6.00
Heating	10.50	Personal	8.90	Furniture and kitchen utensils.	4.00

Food A very large proportion of the peasant's food is home-grown. The percentage for the more important foods is as follows:

Eggs	100	Fruit	93	Peas and beans	84
Dairy products	95	Fats	92	Meat	80
Alcoholic beaverages	94	Flour	90	Vegetables	64

The annual average consumption of the more important foodstuffs by a member of a rural family is as follows: 32/

Flour	780	lbs.	Cheese	about 19-38	lbs
Meat	48.6	lbs	Eggs	71	"
Poultry	9.5	"	Sugar	4.4	"
Preserved meat	2.9	"	Salt	26.7	"
Fish	1.0	"	Rice	6.0	"
Lard	10.6	"	Beans	27.6	"
Butter	2.4	"	Potatoes	38.6	"
Vegetable oil	6.0	qts.	Fresh vegetables	240.7	"
Milk	71.5	qts.	Preserved "	1.1	"
Wine	42.3	"	Fresh fruit	52.9	"
Spirits	1.6	"			

Bread is the staple of the Bulgarian diet. The per capita daily consumption in 1936 was 2.043 lbs., consisting of 53 per cent wheat, 31 per cent corn, 15 per cent rye, and 1 per cent other substances; in various combinations. 73 per cent is made with sour dough yeast, and 65 per cent is baked in home owens.

The most commonly consumed meat is pork, followed by lamb, mutton, and poultry. Butter is scarce. Fats, often deficient in the rural diet, are supplied by lard or more often by oils made from sunflower seed or other vegetables.

Dried white beans(*fasul*,*bob*)are the most important vegetable, as most other vegetables are consumed only in season. The same is true of fruits, especially grapes and melons. The diet is monotonous.

Clothing. 37 per cent of a peasant woman's time is spent in making clothes for herself and her family. 33/ Most of the materials are produced at home. Coarse fabric for men's outer clothes is made of wool. Women's clothing is made of homespun cloth of wool, cotton or flax, and is usually embroidered. Winter overcoats for both sexes are of sheepskin, woolly side in. Male headgear is the characteristic round cap, or *kalpak*, of lambskin, woolly side out.

There are two principal types of male costume: in the northwest, close-fitting trousers and a white outer garment; in the other regions, baggy trousers and a black outer garment.

The female costume consists basically of a white cotton full-sleeve "shirt" with a woolen dress over it. Costume, apron, and embroidery vary in pattern and color according to locality and village. 34/

The usual peasant footwear for both men and women is the pointed rawhide moccasin. Peasants who have shoes often carry them much of the time, to make them last longer. The family's best clothes are carefully preserved, and handed down to the new generation.

Factory or city-made clothes are beginning to appear in the village, and this tends to release the peasant woman for other kinds of work.

Housing. Bulgarian peasants live in villages ranging in size from a few huts (especially in mountain areas) to 2,000 families. Villages in the plains are usually compact but unplanned; some are straggling, covering a large area. Mountain villages are apt to be thickly clustered on hillsides for safety (formerly), and in order to leave free what little arable ground there may be. Primitive one-room huts and underground dugouts (Danube region), often without windows, are still to be encountered. Farm animals may be in the center of the hut, a fireplace for cooking at one end, and the living quarters of the family on a raised platform at the other.

The usual peasant habitation is a two-room, single-story house of mud brick with a thatched, tiled or slate roof. Floors are usually clay or dirt, but are kept clean.

Furnishings are usually limited to a few benches and rugs and some cooking utensils. Water usually has to be obtained from public fountains, at some distance from the house or even village. Only about 20 per cent of the rural population (about 850 villages) are provided with reasonably satisfactory water supplies. In 1941 only 417 villages had electricity. 35/ Kerosene and candles supplied lighting for the rest. Wood and charcoal are the chief fuels. No sewage systems exist, and sanitary arrangements are extremely primitive.

b. Urban standards. Living conditions in the small towns--most Bulgarian towns are small--do not differ greatly from those in the villages. Many town dwellers engage in agricultural occupations. Modern conveniences are usually lacking.

Bread, sheep's-milk cheese, beans, vegetables and fruits in season, and some meat constitute the main part of the diet. Rice is also extensively used. Much of the cooking is done in public ovens. During the last decade the factory AND Home canning of vegetables has begun, and this helps to relieve the monotony of the diet. 36/ The diet of the poorest classes and of day laborers generally is often no more than bread and cheese, onions or dried herbs (chubritsa)

Clothing worn by townspeople is usually handmade, from domestic materials. Except among the poorer classes, the styles are European.

In appearance there is little difference between a small town and a large village. In the town, the houses have wood frames, with stone, brick or plaster walls. Roofs are tile or slate (in the mountains). Only the largest cities have running water, sewage systems, and inside toilets. Central heating is almost unknown in the towns. Usually there is an enclosed yard or garden for each house. Coal, charcoal, and wood are used for fuel. The larger towns are supplied with electricity. Elsewhere kerosene lamps are used.

The most modern housing is to be found in Sofia, Plovdiv, Varna, and Ruse. In Sofia many large cooperative apartment houses are seen.

(For additional data on housing see Table 6 in Appendix A

Social security In Bulgaria there is a growing tendency to recognize the principle that "every Bulgarian should have economic security to the end of his life." Members of the seven nation-wide government sponsored trade associations

(7606) or unions pay small annual fees, and receive in return unemployment insurance, a small old-age pension, and death benefits (3,000 leva). A recent law provides that all male peasants who have been working for 10 years and are members of the Association of Peasants are to receive retirement pensions. Since the beginning of 1942, about 30,000 have received payments under this law. 37/

In the winter of 1939-40, there were about 40,000 unemployed; this figure dropped to 25,000 during the summer of 1940. In the past, the Ministry of Industry and Labor has paid unemployment benefits from a Social Insurance Fund. These payments have now ceased, as the unemployed have been drafted for military service or labor on public works (roads and railways). 38/

21. Labor

In Bulgaria 81.43 per cent of the working population is actively engaged in agriculture, hunting, and fishing. Of the remainder, 11.79 per cent is engaged in industry, mining and handicrafts, 4.45 per cent in commerce, banking, and finance, and 2.33 per cent in communications and transport. 39/ (For details see Appendix A,table 7). In 1934, the total number of skilled and semi-skilled workers (male and female) engaged in mining, manufacturing, transportation and communications was 318,500 (in 101,339 establishments). Of this total of 318,500 workers, about one-third were working proprietors. Thus industry is still in its infancy in Bulgaria, and is carried on very largely in one- and two-man shops. 40/

The Bulgarian laborer is retentive, hard-working and clever with his hands. He can be employed in a skilled trade after a short training period. There is, therefore, a potential reservoir of mechanical labor among the poor agricultural population. Despite eight-hour-day legislation, the vast majority of workers are accustomed to working 10 and 12 hours.

Handicrafts and trades recruit help by the old apprentice methods, under state control. The leading trade groups are blacksmiths, wagoners, potters, tinsmiths, shoemakers, makers of woolen cloth, furriers and tanners, tailors, carpenters, bricklayers, barbers, and bakers.

An increasing number of workers is being trained in government technical schools. This training compares favorably with that given in the best American trade schools. Extensive machine-shop and practical work is given in many fields besides the specialty, so that graduates are very versatile. There are trade schools for prospective workers in almost every branch of industrial endeavor, including merchant shipping, railroads, and the telegraph and telephone systems.

Unskilled male labor is found largely in agriculture, where there were about one million such workers in 1934. Unskilled industrial labor in 1934 totaled 118,262 persons (male and female). 41/

Labor is plentiful, and rates of pay are exceedingly low. Agricultural workers receive food and up to 30 cents per day, usually less (1 lev equals 1 cent). Unskilled industrial and building-trade laborers receive from 30 to 80 cents a day; skilled laborers get up to $2.00. In 1940, metal workers averaged 70 cents per day, tobacco workers 85 cents, and weavers 55 cents. Women earn 10 to 20 cents less per day than the men in the corresponding occupations. For the large percentage of workers who are proprietors of their own shops, income depends on business conditions, but few such working proprietors are rich. People in government service get from $18.00 a month up; army officers average $40.00. The top salary in the government service--that of the Prime Minister--is about $200.00 per month. However, it should be remembered that under peace-time conditions living-costs in Bulgaria were only 1/3 to 1/5 as high as in the United States. To meet the rising cost of living in war-time, wages and salaries were increased 25 per cent by June 10, 1941. 42/

Before 1934 skilled labor was highly unionized, by trades under the influence of the socialist, artisan, and workers' parties. Since then the government, through the Ministries of Agriculture and Commerce, has established 7 nation-wide non-political associations ("unions") for unskilled industrial workers, agricultural laborers, peasant proprietors, artisans, small tradesmen, merchants, and industrialists. Each craft or interest-group has a branch in every town or commune. Within each of the "unions" elected representatives form a pyramid, from the commune through District and Region Councils to a National Union Council, all under government supervision. 43/

Despite the low wages and the generally poor working conditions, strikes are relatively few. For a number of years prior to 1935, there were from 15 to 85 strikes a year, usually led by Communists. The largest number of workers involved in strikes in any one year was about 10,000. The largest number of strikes was in the tobacco industry. 44/

Since the establishment of the seven basic associations, strikes have been illegal. They have continued nevertheless, and from 20,000 to 30,000 Communist workers and organizers are reported to be in concentration camps at the present time. 45/ The government deals with serious strikes by invoking the "Civilian Mobilization Law" and calling the workers into the army.

Compulsory labor. A special feature of the Bulgarian labor situation is the law of 1920 requiring every male, on reaching his twenty-first birthday, to serve for 8 months (in practice, 4 to 6), without pay, in the Labor Corps (the "Trudovaks"). Approximately 45,000 boys are liable to this service each year, but usually only about 17,000 are called. It is possible to avoid this labor service by paying a tax. The service and its camps are organized on military lines and a uniform is worn.

In addition, older men and young women are liable to 21 days of work a year on essential public projects. In practice women are seldom called, and the men who are called usually serve less than 10 days. 46/

The Labor Corps has done principally road and railroad work. Recently, attention has been given to soil conservation, drainage, flood control, and reforestation. The compulsory labor service also maintains factories for the production of shoes, clothes, brick, lumber and other items, largely for the army. At present the corps is engaged in constructing and improving military roads and railroads up to the border and within the newly acquired territories. The strength of the corps has been swelled by about 10,000 Jews drafted during the spring of 1942, and by the impressment of the unemployed and of political prisoners.

The Labor Corps has not always been financially profitable but it is considered an indispensable adjunct of the army. It not only does work of value on strategic roads and railroads, but turns out military goods and keeps the men physically fit for military duty.

22. Public health

(being prepared by the Office of the Surgeon General).

23. Education.

The public school system of Bulgaria is modelled on that of central Europe. Between the ages of seven and fourteen, attendance is compulsory. Due to the growth of population and the financial straits of the government, there is a shortage of schools and equipment; but schools are available for all children between the ages of seven and eleven and for most between eleven and fourteen. In recent years compulsory supplementary courses of a practical nature have been provided for village youth, during the winter months. Adult education for peasants is provided by 280 extension courses, attendance at which is compulsory. 47/

The school system consists of kindergartens, a relatively recent innovation, (ages 5-7); elementary schools, (ages 7-11) the progymanasia, (ages 11-14); and the gymnasia, (classical, semi-classical or practical, ages 14-19). In addition there are various intermediate and special trade and professional schools. Graduates of the gymnasium are admitted to the university on the basis of the average grade received in the final examination.

The curriculum in the pro-gymnasium and gymnasium both gains and suffers from the wide range of required subjects and from uniformity and rigidity. The latter is illustrated in the uniforms and the regimented conduct of progymnasium and gymnasium students. All public schools, except the State University and certain special schools under various Ministries, are directly under the Ministry of Education, which regulates text books, subject matter, examinations and similar questions.

Bulgaria has only one university, in Sofia. It is autonomous, governed by the faculty and the annually elected rector. There are seven faculties: history and philology, science and mathematics, law, medicine, agriculture and forestry, theology, and veterinary medicine. In 1939-40, the teachers numbered 345 and the students 7,396 of whom 5,493 were men.

The so-called "Free University" in Sofia, a private institution for training in administration, finance, business, and public service, was closed in 1938. It then had a faculty of 41 and a student body of 2,273.

Other institutions of higher education are the academies of art and music in Sofia, the schools of business administration in Svishtov and Varna, and the military academy in Sofia, which had 159 graduates in 1939-40.[48] (For schools, 1939-40, see Appendix A, table 8).

For some years efforts have been made to limit the number of university students and to increase the opportunities for vocational training in order to divert those seeking government positions and check the growth of the white-collar proletariat. This accounts for the closing of the "Free University." Some classical and semi-classical gymnasia have also been closed since May, 1934. [49]

The policy of restriction was extended also to those going abroad to study, an additional reason for these measures of restraint being the desire to check the drain on foreign exchange.

The number of Bulgarian students who went to foreign universities was about equal to the number trained at home. The largest numbers went to German or German-speaking, (and now German-controlled) universities. France, Switzerland, and Jugoslavia followed, the last-named country having been important in this connection only in the years 1934-40. [50] Relatively few Bulgarian students have gone to Italy. Some students went to Turkey, but almost none to Rumania and Greece. All prospective dentists and engineers have to go outside Bulgaria for their training.

Literacy. Bulgaria has a relatively high degree of literacy. This is higher in towns, among males, and in ages under 50.

Turks, Tatars and Gypsies are largely illiterate; Greeks and Rumanians less so. On the other hand, Jews, Armenians, and non-Bulgarian Slavs,--all largely urban--are highly literate. [51]

Percentage of Illiterates
(1934 Census) [52]

	Entire Population			Omitting children below school age		
	Male	Female	Both	Male	Female	Both
Urban	24.5	36.7	30.5	11.9	26.3	19.0
Village	38.5	57.8	48.1	22.9	47.5	35.2
Combined	35.5	53.3	44.4	20.4	42.8	31.6

(For tables on education and illiteracy according to age and sex see appendix A tables 9a and 9b.)

Minority and Foreign Schools. Each religious and linguistic minority in Bulgaria has its own schools, operated or subsidized in part by the state. In addition there are the schools for children of foreigners living in Bulgaria (mostly in Sofia) in connection with the legations, and the foreign political or religious propaganda schools for Bulgarians.

American schools and institutions. The most important American establishment in Bulgaria was the well-equipped coeducational Junior College at Simeonovo (classed as a gymnasium), five miles southeast of Sofia. The faculty has numbered about 40-50, about a third of whom have been Americans and many of the rest American-trained Bulgarians. Instruction is largely in English. The student body numbered 509 in 1938-39. [53] It was closed by Bulgarian authorities in September, 1942.

Other American schools are the Methodist girls' semi-classical gymnasium at Lovech (staff and instruction largely Bulgarian, with about 200 pupils), and the grade school in Sofia with 100 to 200 pupils. Several other American-sponsored institutions have been turned over to Bulgarian management. Some educational work has also been carried on through the Near East Foundation, the Rockefeller Foundation, and the Y.W.C.A. and Y.M.C.A. [54]

American educational influence in Bulgaria is reflected also in the graduates of Robert College and the American Women's College in Istanbul and the graduates of colleges and universities in America, many of whom have benefited by scholarships. (For foreign private schools in Bulgaria, see Appendix A, table 10).

24. Religion.

The state religion in Bulgaria is the Greek, or Eastern, Orthodox, but all citizens are supposed to enjoy complete religious freedom within the limits of existing laws. Hence a great variety of tiny sects, both Christian and non-Christian, flourish in Bulgaria. The only large religious minority is the Moslem. Jurisdiction over churches other than the State Church is in the hands of the Ministry of Foreign Affairs and Cults. The State Church includes not only Orthodox Bulgarians, but other Orthodox inhabitants of the country: Rumanians, Greeks, Russians, Gagauzi, and some Gypsies.

The State Church. The Bulgarian is devoted to his Church as one of the embodiments of his nationality. Otherwise his church attendance is a formality mixed with superstition and mystical reverence. Largely because of the ignorance and greed of the clergy, the popular attitude toward them is one of humorous, even ribald, disdain. The liberal younger elements in towns, both bourgeois and proleterian, are either atheist or barely tolerant of the established Church. Villagers and the uneducated classes have a simple belief in the Deity, the Virgin and the saints, tinged with fatalism and colored with a variety of pagan practices which the government is trying to eradicate.

The position of the national Church is nevertheless secure, for historical reasons, and because of the conservative, peasant character of the people. The Church is democratically organized, and does not possess much land or other wealth. In recent years some of the worst abuses have been eliminated by the secular authorities; these have included exorbitant fees for weddings, funerals and similar services of the clergy. The lower clergy are coming to be better educated, and church services are improving. Church Slavic is still used for most of the Service.

Theoretically the Exarch, elected by representatives of the people, is the head of the State Church and presides over the Holy Synod. The Synod, consisting of four metropolitans; elected for life, meets in Sofia and is the final authority in ecclesiastical matters. Since the death of the Exarch in 1915, no successor has been elected to this office. While the Exarchate is vacant, the oldest of the four Metropolitans presides at the meetings of the Synod and is the actual head of the Church. An elected lay council deals with administration, finance and education. 55/

The outstanding churchman in Bulgaria is Stefan, metropolitan of Sofia, an astute and clever politician. His position at the capital gives him an advantage over his provincial colleagues. In addition his talent for intrigue, his connections in high places, and his popularity among female admirers make him one of the most influential men in the country. Under his leadership the Bulgarian Church has participated in various inter-denominational movements. At present he is reported to be avoiding collaborating with the Germans, ~~and~~ he has not burned all his bridges with the Allied side. 56/

The country is divided into 11 dioceses, presided over by metropolitans, (Varna-Preslav, Vidin, Vratsa, Dorostol-Cherven (Ruse-Razgrad), Lovech, Nevrokop, Plovdiv, Sliven, Sofia, Stara Zagora, and Tirnovo); 58 districts; 921 administrative communities; and 2,768 parishes, of which 477 are urban and 2,291 are rural. These provide for 5,752 inhabited places, the largest diocese is Plovdiv.

In 1938 there were 373 churches in towns and 2,873 in villages; 81 monasteries and 29 convents; 16 bishops, (including the metropolitans); 217 monks of all grades; 177 nuns; 2472 priests of all grades; and 33 deacons. The total number of Orthodox clerical persons was thus 2,915. 57/

With the exception of Rila and two or three others, the monasteries are very small. Monasticism no longer has much attraction.

The organization of the Bulgarian Church includes a diocese for Bulgarians in North and South America. The new territories in Dobrudja, Thrace and Macedonia are being reincorporated into the Bulgarian ecclesiastical organization.

Minority churches and religions. In spite of the close ties between Bulgarian nationalism and the Orthodox Church, Bulgaria has always been more tolerant towards other religions and foreign proselytizing than any of her neighbors. Yet persecutions and intolerance have by no means been absent when national interests appeared to be involved. The state and local authorities grant subsidies for the churches and schools of native Moslem, Jewish (formerly), Armenian and Catholic minorities.

Non-Orthodox Christians.

(a) Roman Catholics. The largest of the non-Orthodox Christian groups is the Roman Catholic which has two dioceses: North Bulgaria, with a bishop at Ruse, and South Bulgaria with a bishop (Apostolic vicar) in Sofia. The largest concentration of Catholics is in and near Plovdiv, and a number of Catholics are also found in North Bulgaria and in the Banat. A fraction of the Bulgarian Catholics are Uniates who use the Orthodox rite and were joined to Rome in the middle of the last century. There are two Uniate bishops, at Sofia and Plovdiv. All holders of high Catholic ecclesiastical office in Bulgaria are appointed by the Pope.

The Catholic orders working in Bulgaria include the Passionists (North Bulgaria), the Capucins (South Bulgaria), and various teaching orders. There are two kinds of Catholic schools--elementary schools maintained by the state, in districts where the population is Catholic, and private schools maintained by French, Italian and German teaching orders. 58/

The Gregorian (Armenian) church. In 1925 there was one Gregorian diocese, with fourteen communities in Bulgaria, each with its church and primary school. The Gregorians have their own ecclesiastical courts of first instance, and national council in Sofia. Forms and practices differ only slightly from those of the State Church. 59/

Protestants. In spite of their relatively small number, the Protestants deserve special mention because of their American connections. The two main protestant bodies are the Methodist, mainly in North Bulgaria, and the Congregational, in Southern Bulgaria. These are now amalgamated in a general Bulgarian Evangelical Association with headquarters in Sofia. The Baptists are next in importance. There are also some German and other foreign Protestants in Bulgaria. Protestantism has influenced the nation and the National Church to an extent not indicated by the official number of adherents. Direct American Missionary activity has now almost ceased. In recent years the Methodists have been under German supervision and a number of Bulgarian Methodists have been trained in Germany. This may account for a tendency to cooperate with the New Order.

(b) Non-Christians

The Moslems are the only large non-Bulgarian religious group. They include all the Turks (except the Gagauzi), the few Tatars, most of the Gypsies, and the Pomaks. The Moslems have enjoyed considerable religious and cultural autonomy, and have retained religious customs abolished in recent years in Turkey. Friction over this point has resulted, between Sofia and Ankara. Turkey on occasion has tried to create dissension between Bulgar Turks and the government, but without much success. On the other hand she has succeeded in persuading several thousand each year to emigrate to Turkey. The Pomaks or Moslemized Bulgarians have in the past been a source of friction with Turkey, when the Bulgarian Government tried to nationalize them by force. In recent years, this policy has been succeeded by one of moderation, persuasion and economic and social amelioration. The Moslems are under the supervision of a grand mufti who resides in Sofia. The present incumbent is Abdula Hadzhi Mustafov. 60/ The cultural and religious center and the largest mosque are located in Shumen. Subordinate muftis in each of the administrative areas have religious and temporal prerogatives covering specified cases, in accordance with the Moslem Charter of April, 1919. In each Moslem community elected councils care for educational and charitable foundations. There is a theological seminary in Varna. 61/

The Jews have enjoyed religious autonomy comparable to that of the Turks and Armenians, but since 1939 their civil rights have been progressively curtailed under German pressure. In accordance with the charter of September, 1920, the Jewish communities are headed by a grand rabbi, currently Dr. A. Hananel, and an elected lay consistory and president, in Sofia. Elected councils in each Jewish community deal with educational and religious affairs. There are three religious courts of first instance with an appelate court in Sofia. Until recently, the Jews of Bulgaria enjoyed greater freedom and suffered less discrimination than anywhere else in the Balkans. 62/

(For the distribution of the principal religions, and their relation to language distribution, see Appendix A, tables 3 and 4.)

25. Public order and police

Respect for law and order. As a result of Turkish domination, Bulgarians tend to associate government with oppression. Hence the policeman is feared, but obeyed.

Bulgarians have a traditional tendency to mistrust the government and to avoid official payments of all kinds. They dodge levies, taxes, fines and judgments. Force or confiscation of property often has to be employed to collect such assessments. Bulgarians set great store by their property rights and their personal honor. They readily resort to lengthy and costly litigation over insignificant matters.

Bulgarians are relatively law-abiding, due in large part to the fact that a large percentage of the population are property owners. Most communities are small, and every irregularity of conduct is known and is disciplined by social pressure. The absolute authority of the family elder contributes to the maintenance of general discipline. The village watchman has unwritten authority to shoot at trespassers. Curfew observance is enforced at 8 P.M., for youth up to 20 years of age. Students wear uniforms so that they can be recognized.

Every person over 12 years of age is required to carry an identification card issued by school, commune or police. Strangers arriving in a city must register and obtain an "address ticket" within three days. These precautions are a means of political control, of apprehending and controlling the movement of subversive elements, and of preventing and detecting crime. There is more crime per capita among the Gypsies (who numbered about 135,000 in 1934) than among any other group in Bulgaria.

Since 1934 there has been a marked decline in crime. In many categories, 1940 figures are only one-tenth of those for 1930. 63/ In 1939, 16.4 per cent of all crime was against the State, public order, and religion, 31.3 per cent against persons, and 50.9 per cent against property, while 1.4 per cent was malfeasance in office. There were 30,114 convictions for felonies and misdemeanors in that year. 64/

The most notorious instance of disregard of law and order, before 1934, was the internecine feuding among the rival Macedonian groups. In the Macedonian sections of the country (the south west), the Macedonian organization maintained a supra-legal system of their own. Elsewhere they took the law in their own hands in settling their internal affairs. This kind of lawlessness has been suppressed since 1934.

Bulgarian justice, based on Roman law, is dispensed by panels of three or more judges. Juries are not used. (For court system, see Figure 1).

The large percentage of crime against the State, indicated above, is due to a stringent "Law for the Protection of the State," which is directed against Communists and is often misused. Since April 1941, all cases under this law, and all that have to do with rationing and with other violations of wartime regulations, are decided by special military courts. The composition of these courts is determined by the Ministry of War, and they operate swiftly. Mayors convicted of graft or the misappropriation of funds have been hanged, in the last year.

Capital punishment (exceedingly rare in peace time)

It is officially under the Ministry of Interior, but organization, management and staff are supplied by the Ministry of War. It includes mounted and infantry units. 67/ (See Figure 2)

Bulgaria's police system has suffered from too many political appointments, but since 1934 it has been efficient and effective. Judged by American standards its methods are brutal, and its extensive use in political coercion has had a bad effect.

26. Press, propaganda, and censorship.

Since 1934 the Bulgarian press has been under strict government censorship, administered by the Press Bureau under the Ministry of Interior and by "Bulagence" (B.T.A.), the official Bulgarian news agency. Since 1941 the direct censorship and propaganda of German D.N.B. officials has been added. A representative of D.N.B. is attached to each Sofia newspaper. The main aim of German propaganda is to stimulate Bulgarian economic cooperation and to destroy the old pro-Russian sympathies of the people.

Of 276 newspapers in 1941, 19 were dailies. Thirteen papers were published in Sofia:

Durzhaven Vestnik (Government News): Daily, official publication of the government, publishes laws, decrees and other administrative and judicial orders; is not a newspaper.

Dnes (Today): nominally independent, but actually the unofficial organ of the Foreign Office. Policy: blatantly propagandistic, pro-German and imperialistic. S. Gruev, editor, D. Boshkov, director. Vecher (Evening): an evening paper, published by the same group as Dnes. La Parole Bulgare (in French): Weekly. Semi-official propaganda organ of the

Foreign Office. V. Protich, editor. Contains the same materials and follows the same policy as Vchera i Dnes. The German and Italian versions, Bulgarische Wochenschau and Vita Bulgara, differ only in the special emphasis that they give to cultural, economic and political ties with Germany and Italy, respectively.

The older independent dailies published in Sofia are:

Zora (Dawn) Before the War well informed; had good editorials. Best morning paper. Formerly pro-Macedonian. Circulation 50,000. Daniel Krapchev, editor.

Utro (Morning): Most sensational and widly read morning paper. S. Tanev, editor.

Mir (World): Best conservative evening newspaper; independent; represents financial interests. D. Bursitzov, editor, circulation about 20,000. Slovo (Word): Organ of the fascist National and Social movement of Dr. Alexander Tsankov. Editor, I. Kozhukharov, second ranking member of the movement. Violently pro-German. Criticises government for not cooperating more fully with Germany. Utre (Tomorrow), Zaria (Ray), and Dnevnik (Daily), are the other Sofia dailies. The last is a sensational noonday paper.

The provincial papers usually copy the Sofia papers, but often contain information of national interest that does not appear in the capital. The principal dailies published in the provinces are:

In Varna: Varnenska Poshta (Varna Post), Varnensi Novini (Varna News), and Cherno More (Black Sea).

In Plovdiv: Borba (Struggle), and Yug (South).

In Burgas: Burgaski Far (Burgas Beacon).

In Ruse: Poshta (Post).

In Lom: Sever (North).

Weeklies that represent important trends are:

Narodna Odbrana (National Defense), the organ of the active army officers, D. Bratanov, Editor; Otechestvo, (Fatherland), organ of the Reserve Officers' League, E. Kolev, editor; Turgovsko-Promishlen Glas (Commercial-Industrial Voice), organ of the merchants association. 69/

There were 224 periodicals in 1941, of which 216 were published in the Bulgarian language.

All party organs were suppressed in 1934.

Bulgarian newspapers are much like magazines in content. The larger Sofia papers are from 6 to 12 pages in size, while most papers have only four pages. There is relatively little advertising. Foreign news and a great deal of the news about Bulgaria itself consists of quotations from foreign newspapers or press agencies, and from American broadcasts. Editorials, though inspired by the Press Bureau or the D.N.B., are not "canned". Revisionism is fostered by historical articles about lost territories. News stories are rarely specific. Much space is given to general economic surveys, cultural achievements and other such general subjects. Local news is meager.

The press is a powerful propaganda agency, because with poor communications and the scarcity of radios it is only through the press that news reaches a very large part of the people. Newspapers are read aloud and discussed in cafes, and in village libraries and saloons, where the average villager's idea of the world is formed.

A steady diet of news about "fabulous" America keeps the people aware of America's power, and has conditioned them to accept any just American plan for a new world order. Wilson's Fourteen Points made a profound impression on the people, and were a vital factor in Bulgaria's collapse in 1918. A new campaign based on similar principles might have a similar effect--if it were accompanied by military successes of the United Nations. A successful propaganda campaign might be based on "cultural self-determination" and the elimination of economic boundaries in the Balkans. Economic depression and economic nationalism have been used by Macedonian and nationalist groups to keep irredentism alive. The Bulgarian people might be persuaded to forget territorial claims if they were given markets for their agricultural products. They would prefer not to do all their trading with Germany. Any promise of the United Nations to restore the Greek, Yugoslav and Rumanian states as they existed before 1940, without an effective guarantee of cultural and linguistic freedom for minorities, will tend to make Bulgarians doubt the principles for which the United Nations are fighting. The Macedonian question must be included in any program of propaganda. The friendship of Bulgaria with Yugoslavia/during the years 1934-40 may hold some promise for the future. (Bulgarian-Yugoslav treaty.)

Radio propaganda from London can have only a limited effect, since Bulgarian radios are neither numerous nor powerful. Slavism is always a strong propaganda weapon among the peasants, but the suspicion of Russian imperialism created by the war with Finland must be allayed. All European powers have been more or less discredited in Bulgaria, and American sponsorship will be more effective than British or Russian, in promoting a new order in the Balkans.

It is reported that British and Russian radio broadcasts are listened to openly by the urban population and the soldiery.

Section IV

POLITICAL

27. General

Before the outbreak of the war Bulgaria had achieved a large measure of internal and external political stability, and a period of Balkan cooperation and relative prosperity seemed to be assured.

In internal Bulgarian politics the year 1934 had seen the destruction of a costly and corrupt multi-party system and the establishment of an authoritarian regime, or dictatorship, under King and army. The reforming zeal of the new non-partisan government extended beyond the abolition of political parties and touched every aspect of social and economic life. Local administration was streamlined for efficiency and placed under strict central control. The surplus educated urban population was sent to the villages to help raise the general standards and heal the suspicion between city and country which in former times had come close to civil war.

The most hopeful sign was a gradual return from complete autocracy in 1934-35 to a measure of democratic national and local self-government after 1937. Men, and, for the first time in the Balkans, women, were allowed to vote in local and national elections. Though the ban on political parties continued, their former leaders remained active in political life and gave it balance.

On the international scene, 1934 marked the end of Bulgarian isolation, achieved primarily through the outlawing of the terroristic Macedonian organization which for 15 [redacted]ad discredited the country. Bulgaria's position was: "We want to be friendly with our neighbors and will work toward Balkan economic and political solidarity, but we will not renounce for all time our claim to peaceable territorial revision." Despite this stand and despite the Balkan Pact, aimed directly at preserving the status quo relations with all neighbors, and especially Yugoslavia, improved. A treaty of "Eternal Friendship" with Yugoslavia in 1937 and a treaty of 1938 permitting Bulgaria to re-arm were the outstanding diplomatic achievements. Good relations with Russia revived Pan-Slavic feeling.

The fate of Czechoslavakia and Finland, the absolute Bulgarian economic dependency on Germany, the desire of the people not to fight another war or become a battleground, and the British guarantee of Rumania's frontiers, cooperated in bringing Bulgaria into the Axis fold. Rewards of territory followed but Bulgarian enthusiasm cooled after Germany's attack on the Soviet Union.

28. Government

a. National government.

Bulgaria is a constitutional monarchy. The three principal powers are: 1) the King; 2) the Ministerial Council; 3) the National Assembly.

1. Executive power is theoretically in the hands of the King; he shares the legislative power with the National Assembly, and all judicial functions are exercised in his name. He appoints and dismisses ministers and other state employees, dissolves the National Assembly, prolongs its sessions and calls new elections, exercises veto power over all laws, bills and constitutional changes, and initiates legislation in the Assembly. He has the right to rule by decree under circumstances provided for in the Constitution, and to negotiate treaties. The required advance consent of the National Assembly for treaties has seldom been asked.

The King signs all decrees and declarations, and is Commander-in-Chief of the armed forces. Since he "can do no wrong," all orders and laws are countersigned by the respective Minister, on whom the responsibility rests. 70/

2. The Council of Ministers exercises supreme executive power in the name of the King, and is responsible for internal and foreign policy. It is composed of 10 ministers, one of whom is the President of the Council, or Prime Minister.

The ministers are collectively and individually responsible to the King and to the National Assembly, and all Council decisions must be unanimous. The Council depends theoretically for survival on a vote of confidence by the National Assembly. Its functions are to issue general orders (decrees having the force of law in certain circumstances only), to initiate legislation, to supervise the administration of the country as carried out by the ministries, and to submit budgets to the National Assembly.

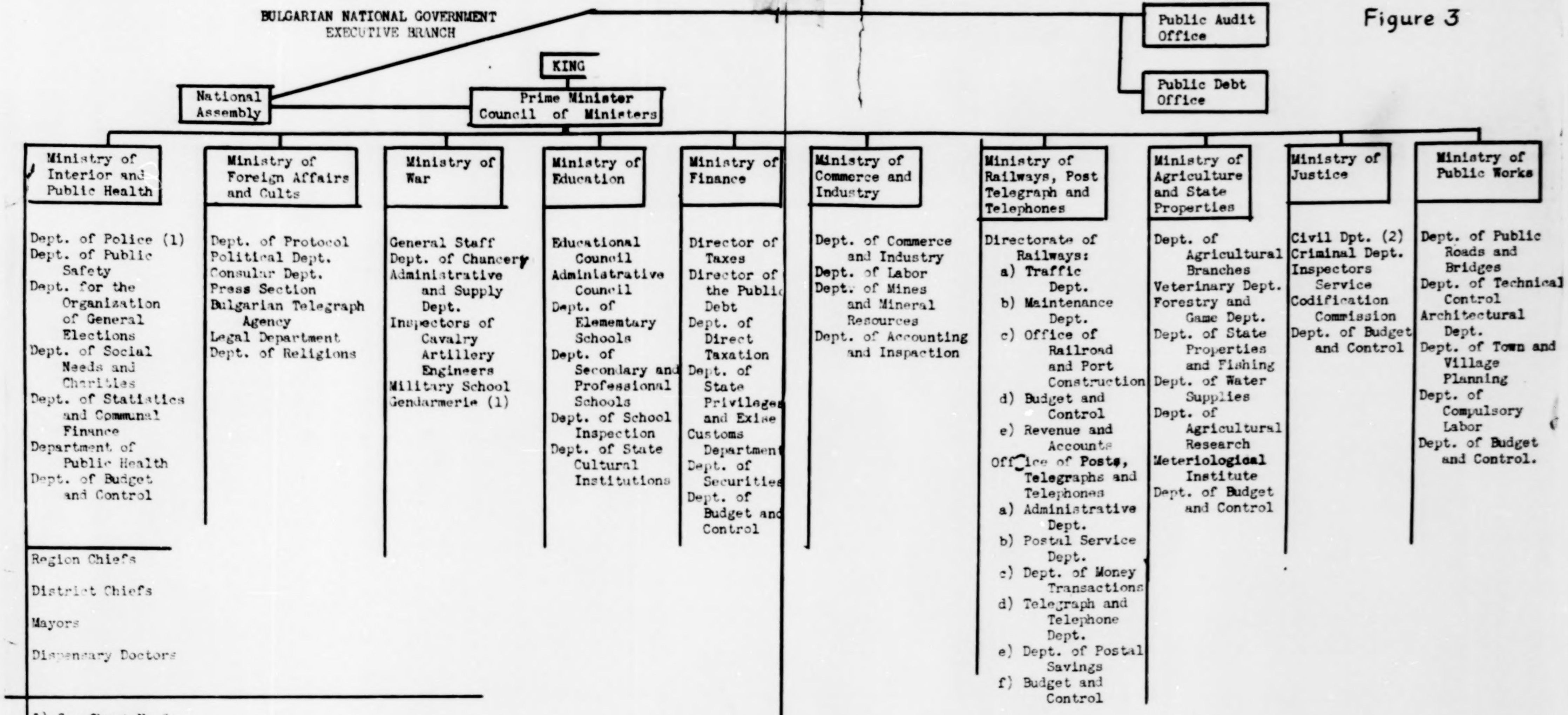
According to the Constitution, the leader of the largest political group in each newly elected National Assembly is asked by the King to form the cabinet and become Prime Minister. In practice most governments have been coalitions of numerically weak bourgeois parties.

Since 1934 there have been officially no political parties, and between 1934 and 1938 the National Assembly was dissolved. Cabinets depended on the King, army, public opinion, and unanimity within the Council for survival, yet old political alignments still played a vital though unofficial role. In 1938 the National Assembly was re-established, but its power to overthrow the Cabinet was weakened. (For chart of Ministries and their departments, see Figure 3)

Chart No. 1

Figure 3

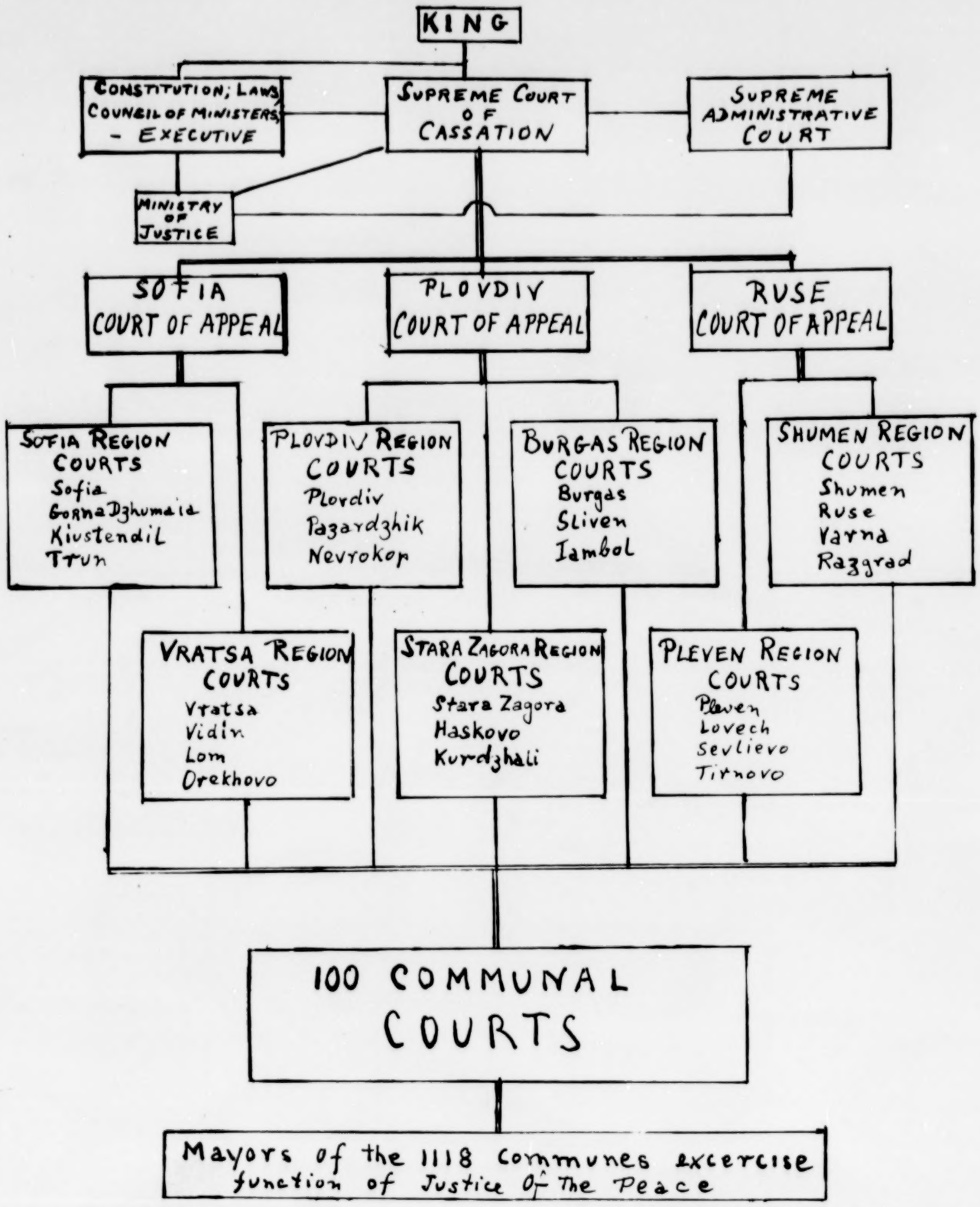
BULGARIAN NATIONAL GOVERNMENT
EXECUTIVE BRANCH


KING
National Assembly
Prime Minister Council of Ministers
Public Audit Office
Public Debt Office
Ministry of Interior and Public Health
Dept. of Police (1)
Dept. of Public Safety
Dept. for the Organization of General Elections
Dept. of Social Needs and Charities
Dept. of Statistics and Communal Finance
Department of Public Health
Dept. of Budget and Control
Region Chiefs
District Chiefs
Mayors
Dispensary Doctors
Ministry of Foreign Affairs and Cults
Dept. of Protocol
Political Dept.
Consular Dept.
Press Section
Bulgarian Telegraph Agency
Legal Department
Dept. of Religions
Ministry of War
General Staff
Dept. of Chancery
Administrative and Supply Dept.
Inspectors of Cavalry Artillery Engineers
Military School
Gendarmerie (1)
Ministry of Education
Educational Council
Administrative Council
Dept. of Elememtary Schools
Dept. of Secondary and Professional Schools
Dept. of School Inspection
Dept. of State Cultural Institutions
Ministry of Finance
Director of Taxes
Director of the Public Debt
Dept. of Direct Taxation
Dept. of State Privileges and Exise
Customs Department
Dept. of Securities
Dept. of Budget and Control
Ministry of Commerce and Industry
Dept. of Commerce and Industry
Dept. of Labor
Dept. of Mines and Mineral Resources
Dept. of Accounting and Inspaction
Ministry of Railways, Post Telegraph and Telephones
Directorate of Railways:
a) Traffic Dept.
b) Maintenance Dept.
c) Office of Railroad and Port Construction
d) Budget and Control
e) Revenue and Accounts
Office of Posts, Telegraphs and Telephones
a) Administrative Dept.
b) Postal Service Dept.
c) Dept. of Money Transactions
d) Telegraph and Telephone Dept.
e) Dept. of Postal Savings
f) Budget and Control
Ministry of Agriculture and State Properties
Dept. of Agricultural Branches
Veterinary Dept.
Forestry and Game Dept.
Dept. of State Properties and Fishing
Dept. of Water Supplies
Dept. of Agricultural Research
Meteriological Institute
Dept. of Budget and Control
Ministry of Justice
Civil Dpt. (2)
Criminal Dept.
Inspectors Service
Codification Commission
Dept. of Budget and Control
Ministry of Public Works
Dept. of Public Roads and Bridges
Dept. of Technical Control
Architectural Dept.
Dept. of Town and Village Planning
Dept. of Compulsory Labor
Dept. of Budget and Control.

1) See Chart No 2
2) See Chart No 3

Figure 1

BULGARIAN JUDICIAL SYSTEM


KING
CONSTITUTION; LAWS COUNCIL OF MINISTERS - EXECUTIVE
SUPREME COURT OF CASSATION
SUPREME ADMINISTRATIVE COURT
MINISTRY OF JUSTICE
SOFIA COURT OF APPEAL
PLOVDIV COURT OF APPEAL
RUSE COURT OF APPEAL
SOFIA REGION COURTS Sofia Gorna Dzhumaia Kiustendil Trun
PLOVDIV REGION COURTS Plovdiv Pazardzhik Nevrokop
BURGAS REGION COURTS Burgas Sliven Iambol
SHUMEN REGION COURTS Shumen Ruse Varna Razgrad
VRATSA REGION COURTS Vratsa Vidin Lom Orekhovo
STARA ZAGORA REGION COURTS Stara Zagora Haskovo Kurdzhali
PLEVEN REGION COURTS Pleven Lovech Sevlievo Tirnovo
100 COMMUNAL COURTS
Mayors of the 1118 Communes excercise function of Justice Of The Peace

BULGARIA, STATISTICHESKI GODISHNIK (1940), SOFIA, 1940, PP 754-759.

is by hanging. In 1933 the principal prisons and their capacity were: Sofia, 850; Sliven, 580; Shumen, 550; Plovdiv, 550; Haskovo, 340; Tirnovo, 280; Stara Zagora, 250; and Pazardzik, 250. Smaller prisons are located at Berkovitsa, Burgas, Vidin, Vratsa, Varna, Gorna Dzhumaia, Dupnitsa, Lovech, Nevrokop, Pleven, Razgrad, Ruse, and Sevlievo. Prisons are generally overcrowded, and since April 1941 schools have been requisitioned to supplement them. 65/

The police system consists of state police and municipal, or communal, police. (See Figure 2).

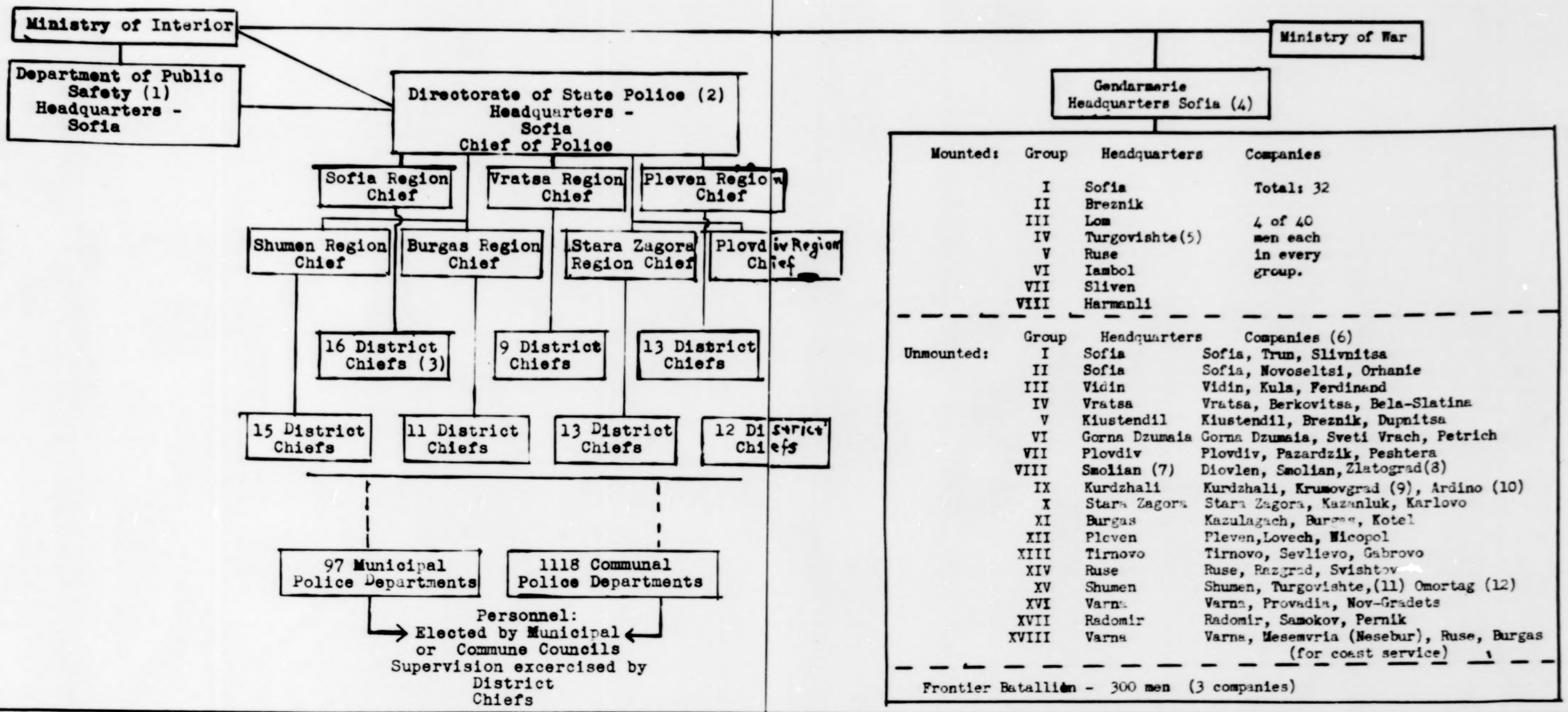
Under the law, the state police organization consists of the Directorate of Police at the Ministry of Interior, the Region and District police services, and special services on a par with the District service in towns having a prefecture of police. A government police inspector is attached to the civilian director of each Region, and a commissary of police to each District civilian chief. Each village and small town has from one to three policemen, in normal times. Prior to 1934 these policemen were appointed by the Commune Council, which also elected watchmen with semi-police functions. Since 1934, most local police have been appointed by the central government. There is no system of sheriffs and deputy sheriffs, such as exists in the United States. Posses are used to trail armed bandits.

Under the terms of the peace treaty, the police did not exceed 6,200 before 1939. If the efficiency of the force be judged by its control over election results, it was a very effective body. When governments are overthrown by force, there is rarely any trouble in the villages. 66/

In addition to the regular police there is a gendarmerie.

BULGARIAN POLICE SYSTEM

Figure 2


Ministry of Interior
Department of Public Safety (1) Headquarters - Sofia
Directorate of State Police (2) Headquarters - Sofia Chief of Police
Sofia Region Chief
Vratsa Region Chief
Pleven Region Chief
Shumen Region Chief
Burgas Region Chief
Stara Zagora Region Chief
Plovdiv Region Chief
16 District Chiefs (3)
9 District Chiefs
13 District Chiefs
15 District Chiefs
11 District Chiefs
13 District Chiefs
12 District Chiefs
97 Municipal Police Departments
1118 Communal Police Departments
Personnel: Elected by Municipal or Commune Councils Supervision excercised by District Chiefs
Ministry of War
Gendarmerie Headquarters Sofia (4)

Mounted:

Group	Headquarters	Companies
I	Sofia	Total: 32
II	Breznik	
III	Lom	4 of 40
IV	Turgovishte (5)	men each
V	Ruse	in every
VI	Iambol	group.
VII	Sliven	
VIII	Harmanli	

Unmounted:

Group	Headquarters	Companies (6)
I	Sofia	Sofia, Trun, Slivnitsa
II	Sofia	Sofia, Novoseltsi, Orhanie
III	Vidin	Vidin, Kula, Ferdinand
IV	Vratsa	Vratsa, Berkovitsa, Bela-Slatina
V	Kiustendil	Kiustendil, Breznik, Dupnitsa
VI	Gorna Dzumaia	Gorna Dzumaia, Sveti Vrach, Petrich
VII	Plovdiv	Plovdiv, Pazardzik, Peshtera
VIII	Smolian (7)	Diovlen, Smolian, Zlatograd (8)
IX	Kurdzhali	Kurdzhali, Krumovgrad (9), Ardino (10)
X	Stara Zagora	Stara Zagora, Kazanluk, Karlovo
XI	Burgas	Kazulagach, Burgas, Kotel
XII	Pleven	Pleven, Lovech, Nicopol
XIII	Tirnovo	Tirnovo, Sevlievo, Gabrovo
XIV	Ruse	Ruse, Razgrad, Svishtov
XV	Shumen	Shumen, Turgovishte, (11) Omortag (12)
XVI	Varna	Varna, Provadia, Nov-Gradets
XVII	Radomir	Radomir, Samokov, Pernik
XVIII	Varna	Varna, Mesemvria (Nesebur), Ruse, Burgas (for coast service)

Frontier Batallion - 300 men (3 companies)

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1) Political organ for prosecution of criminals and for crime prevention.

2) Responsible for order and security; execution of laws; passport questions; expatriation; foreigners in country. Organization of the police belongs to the Chief of Police in Sofia, and to the chief of each Region.

3) Supervise communal and municipal police. After 1934 communal police were appointed by the Region and District chiefs. Since 1937 there have been municipal elections, but there is no information whether the right of the Communal Council to appoint local police has been restored.

4) "For the maintenance of Law and Order in the country."

5) Old name: Eski Dzhumaia.

6) Companies comprise about 100 men.

7) Old name: Pashmakli.

8) Old Name: Daru-Dere.

9) Old name: Koshu Kavak.

10) Old name: Egri Dere.

11) Old name: Eski Dzhumaia.

12) Old name: Osman Pazar.

3. National Assembly. The electoral law of October 21, 1937, provides for a National Assembly of 160 members elected by single-member constituencies of from 20,000 to 40,000 inhabitants. (Formerly 274 members; maximum constituencies of 20,000; proportional representation.) Its members are called deputies and since the dissolution of parties, have been divided into supporters of the government and opposition.

Functions of the Assembly are to initiate legislation (sharing legislative power with King), and to approve laws, decrees and orders issued by the government (all decree laws of the past 8 years have been subsequently approved by the Assembly). It exercises financial control and approves ministerial budgets and other expenditures, ratifies treaties (usually post facto), upholds or overthrows the cabinet by granting or withholding vote of confidence, interrogates any minister at any time on any act or policy, and passes on the legality of elections.

b. Local government

Since 1934, the country has been administered by 7 civilian Region directors (chiefs), 89 District chiefs, and 1,215 Commune mayors appointed through the Ministry of Interior and subject to removal. Administrative units, as established in 1934 are the following: 71/

Administrative subdivisions					Inhabited places			
Regions (Oblasts)	Districts (Okolii)	Communes (Obshtini)						
		Urban	Rural	Total	Towns	Villages	Hamlets	Total
Burgas	11	14	95	109	14	456	2	472
Vratsa	9	9	132	141	9	438	11	458
Plovdiv	12	16	159	175	16	498	164	678
Pleven	13	16	229	245	16	438	901	1355
Sofia	16	18	164	182	18	822	143	983
Stara Zagora	13	13	137	150	13	939	112	1064
Shumen	15	11	202	213	11	692	37	740
Total	89	97	1118	1215	97	4283	1370	5750

Acquisition of Yugoslav and Greek territory has brought the following administrative changes: Creation of 3 new Regions (Oblasts)--Skopie (18 Districts), Bitolia (6 Districts), and Aegean (9 Districts). Four Districts have also been added to the Sofia Region. 72/

The Region Director is the administrative representative of the Ministerial Council. He is chief of police for the Region with a police inspector attached to his staff, and maintains order with help of gendarmerie or regular army, and also supervises finances and tax collection in the Regio The Region physician, Region engineer, inspector of schools and the Region court are his unofficial advisory board. 73/ A Region Council, elected every 3 years (3 councilors for every 20,000 inhabitants) meets once a year and is directed by a permanent executive committee of three paid members. The committee theoretically carries out the decisions of the council and acts, in conjunction with the Region director, as the direct organ of the State. The present power of the Region Council is not quite clear.

The District Chief serves as a link between the Region administration and the Communes and with the aid of the police inspector supervises all police functions in the District. Each District is composed of 10 to 15 communes. Mayors, assisted by Commune Councils, govern the Communes. A Commune consists of one town or a village of over 100 houses or of several smaller villages or hamlets. The Mayors, previously elected, have been appointed since 1934. All have law degrees, as well as previous administrative experience, and are charged with handling minor legal disputes. Commune clerks, also appointed, are charged with collecting taxes, keeping records and collecting fines. In the towns there is also a tax collector. 74/ The Commune

Council is elected for a three year term in the villages--four years in the towns. Only men without party allegiance and of recognized integrity are eligible for election. The Council elects officers, other than mayor and clerk, and employs watchmen, policemen, herdsmen, town criers, and minor clerks. Council business is transacted by ballot. In cases involving large sums of money popular referenda are resorted to. In practice, since 1937, the Commune Council has become an advisory board for the State-appointed mayor. 75/ (For chart of city government see Fig. 4)

A School Council which appoints teachers (subject to approval by the Ministry of Education), and a Church Council which appoints priests, are also elected by the people by direct, secret vote.

29. Political parties.

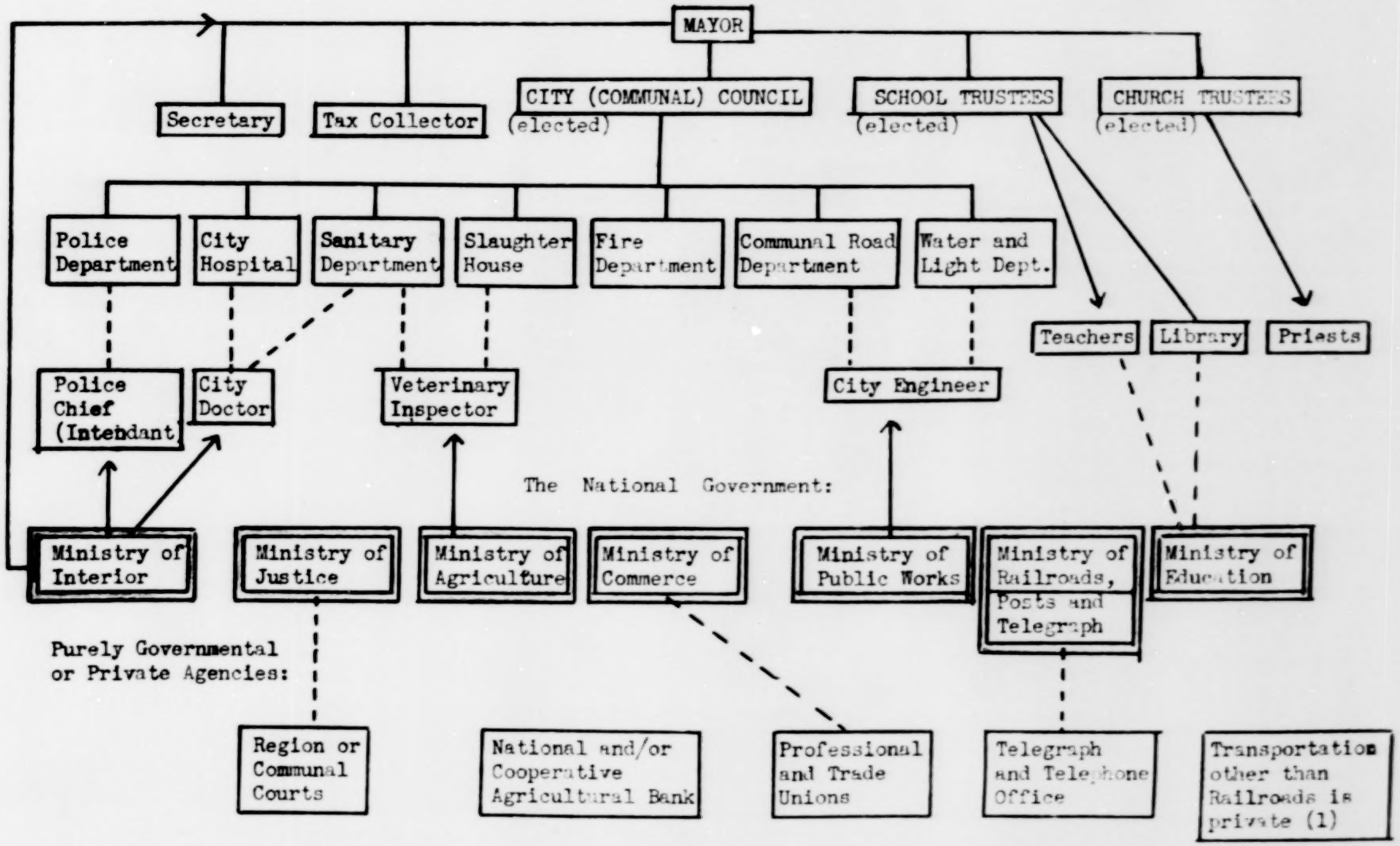
General. On June 14, 1934, the National Assembly was dissolved, political parties were abolished, and formation of new ones declared illegal. These events followed the overthrow of the Agrarian-Democratic coalition government, on May 19, 1934, by a group of political reformers known as the "Zveno" group, and the Officers League (organization of the active army personnel). Until May, 1938, the country was ruled by ministerial decrees, countersigned by King Boris. Cabinets were composed of independents and a few former party leaders.

On October 21, 1937, a new electoral law attempted to restore parliamentarianism without political parties by substituting single member constituencies for party ballots and proportional representation. 76/

In the elections held in 1938, old time politicians were eligible for election as independents, despite the continued ban on parties. As a result, former premiers, minis-

Bulgaria: City Government and Departments
and their relation to the **Central National Government**

Figure 4


MAYOR
Secretary
Tax Collector
CITY (COMMUNAL) COUNCIL
(elected)
SCHOOL TRUSTEES
(elected)
CHURCH TRUSTEES
(elected)
Police Department
City Hospital
Sanitary Department
Slaughter House
Fire Department
Communal Road Department
Water and Light Dept.
Teachers
Library
Priests
Police Chief (Intendant)
City Doctor
Veterinary Inspector
City Engineer
The National Government:
Ministry of Interior
Ministry of Justice
Ministry of Agriculture
Ministry of Commerce
Ministry of Public Works
Ministry of Railroads, Posts and Telegraph
Ministry of Education
Purely Governmental or Private Agencies:
Region or Communal Courts
National and/or Cooperative Agricultural Bank
Professional and Trade Unions
Telegraph and Telephone Office
Transportation other than Railroads is private (1)

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1) Municipal Street Car and Bus service in Sofia; Bus Service only in Varna and Plovdiv.

ters, and party leaders were included in subsequent assemblies, retained their following and made under-cover election deals. In the 1938 assembly there were 104 government supporters and an opposition of 56. In the 1940 assembly the proportion was 140 to 20, the opposition in each case representing the former Agrarian, Liberal, Radical, Socialist and Democratic parties. 77/

The power of the one-time political leaders and their party organizations cannot be discounted as a latent force today. Most are still in responsible government and private positions and can be counted on to muster a following for any given cause.

a. Dominant political parties. 78/

Principal groups are: 1) old bourgeois, "law and order" parties; 2) peasant parties; 3) communist and socialist parties; and 4) chauvinist-fascist parties including the Macedonian group. (For the strength of the various parties in the 1933 Assembly, see Fig. 5)

1. Bourgeois parties, which unite in keeping the government out of the hands of the peasants, are the following:

Radical Party, composed of "satisfied" people, bankers, merchants and wealthy villagers, which advocates democratic reforms; National Liberal Party, champion of Macedonian aspirations and responsible for Bulgarian entry into the first World War, composed of conservative bourgeois elements; Democratic Party, composed of moderate middle-class elements and younger intellectuals and the strongest bourgeois party in 1934; and the Democratic Entente which represents big business, the conservative middle class and intellectuals, and which was in power from 1923 to 1931.

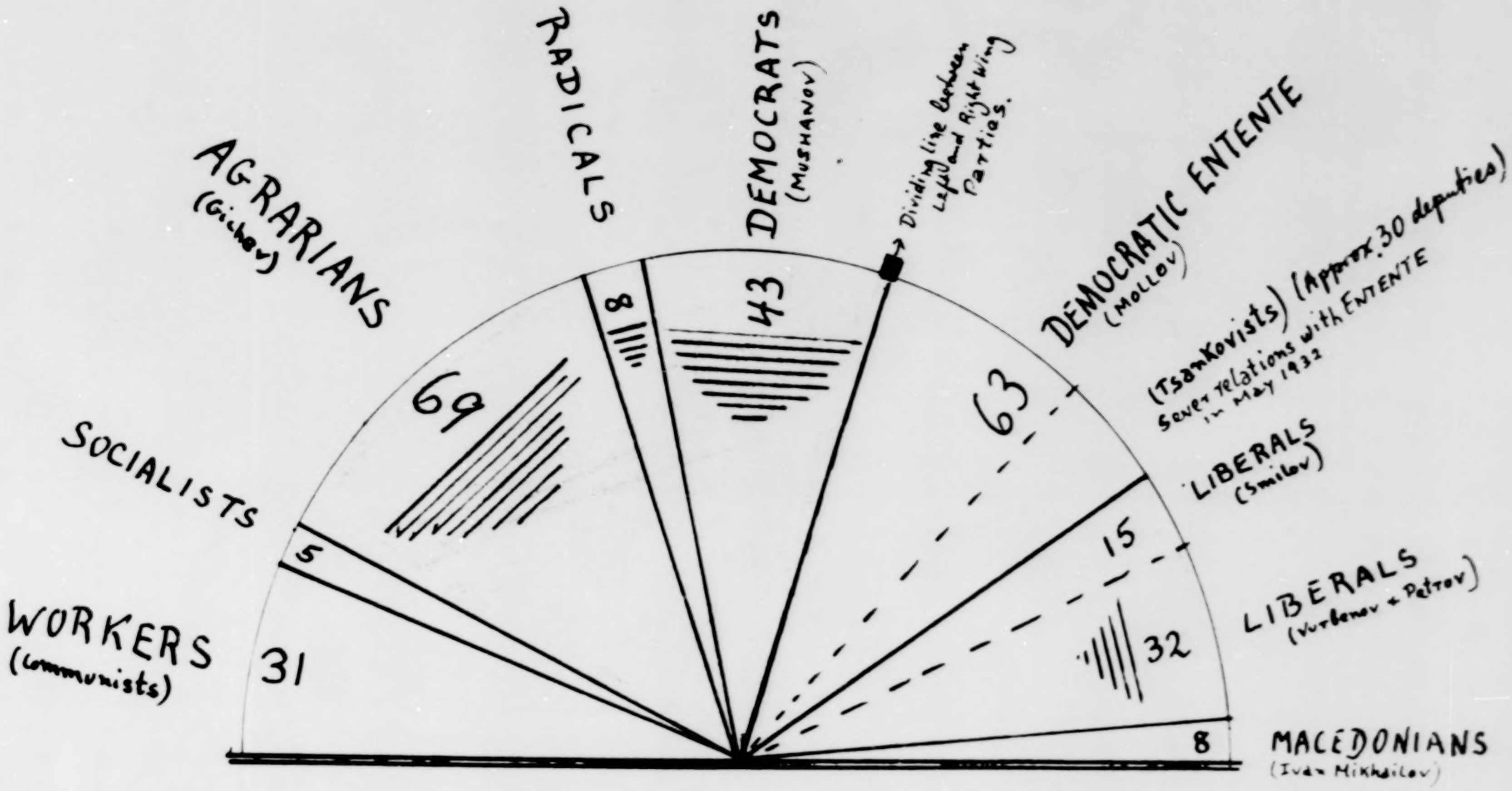
2. The peasant parties wish to destroy the power of the town over the village and introduce agrarian reforms.

Figure 5.

BULGARIA:

PARTY STRENGTH IN NATIONAL ASSEMBLY

1931 - 1934



▤ REPRESENTED IN THE Peoples Block GOVERNMENT (1931-1934)

No MEMBERS IN NATIONAL ASSEMBLY IN 1934 (Total: 274)

DEMOCRATS : 3 MINISTRIES
Agrarians : 3 "
Liberals : 2 "
Radicals : 1 MINISTRY

They are: The Agrarian Party, representing the interests of the peasants, which was in power from 1919 to 1923 under Alexander Stamboliiski, shared power 1931-1934, and is often radical and pro-Russian; and the National Peoples Agrarian Union which is extremely class conscious, and works for a union with Yugoslavia. Members of the latter are known as "Pladne" Agrarians. Both Agrarian groups maintain close relations with Machek's Croatian Peasant Party.

3. Socialist and communist parties. The Social Democratic Party believes in peaceful change, state socialism and has participated in bourgeois governments. Its members are intellectual Marxists and include the small industrial proletariat. It is a small but vocal group, usually in the opposition. At one time it united with the Communist Party. Workers Party (communist) is the unofficial Bulgarian section of the Third International and receives subsidies and instructions from Georgi Dimitrov in Moscow. It was strongest from 1918 to 1923 and from 1931 to 1933. After winning the Sofia municipal elections in 1933, the Communists were suppressed./ The party includes proletariatarians, leftist agrarians, unemployed intellectuals, university students and bourgeois Soviet-sympathizers. It has a strong youth organization with secret cells.

4. Chauvinst-fascist parties. The National and Social Movement composed of the personal following of Prof. Alexander Tsankov, ultra-nationalistic university and high school students, and Macedonians, is the only truly fascist party. Its youth organization "Ratnik," was modeled on the Nazi pattern. The main appeal was revisionism, and opposition to Bulgarian-Yugoslav understanding. 79/ "Ratnik has now been superceded by a new national youth organization "Brannik", even more Nazi in form, to which all high school

age youth must belong. Tsankov has the support of the Vulkovists--the more chauvinistic among the military, both active and reserve--and the "Supremist", government favored, Macedonians. 80/ Though not an official party, the Macedonians have elected members to parliament since 1927. The majority of this vote came from approximately 250,000 Macedonians in southwest Bulgaria where the Internal Macedonian Revolutionary Organization (I.M.R.O.) prior to 1934 maintained by force a state within a state, appointed officials, teachers, judges, collected taxes and murdered members of the assembly elected in their district without their sanction. 81/ Additional votes came from Macedonian refugee organizations scattered all over the country. Their political strength lies in their unqualified revisionism, and their constant use of threat and assassination to prevent Bulgarian-Yugoslav understanding. They have been used and paid by Italy and Germany to nullify Balkan solidarity efforts. The I.M.R.O. was broken up as a political organization between 1934 and 1940, but has since regained its power. Its leader is Ivan Mikhailov. A smaller "Protogerovist" faction is strongly pro-Russian and pro-Balkan federation. 82/

b. Minor political parties. Small parties are largely factions of the large ones and vary from election to election. Such factions, each usually the following of one disgruntled politician, are represented at most by one or two men in the assembly, i.e., receive 5,000 to 10,000 votes.

The Officers' League, referred to also as the Military League, organization of the active army personnel, has always been a powerful force. In 1923 and again in 1934 it overthrew the existing regimes by force and actively engaged in government. It is officially disbanded. 83/

The Reserve Officers' League, like the Officers' League, is potentially powerful. Most of its members belong to the bourgeois parties. They are revisionists, usually working with the Officers' League, and assisted in both of the army coup d'etats. Under war conditions, it is hardly to be distinguished from the Officers' League.

"Zveno" Group includes intellectuals advocating radical social and parliamentary reforms, and friendship with Yugoslavia; it has opposed political persecution and Macedonian terrorism. It joined with the Military League in taking power in 1934, but dissolved itself in the fall of 1934. Its leaders probably still favor Balkan federation. 84/

Racial minorities, principally Jewish, Turkish, Pomak and Greek, have only local political importance. Gypsies cannot vote.

c. Pro-United States political groups.

The Bulgarian people as a whole have always looked with respect and admiration toward America and American democracy. They believe in American idealism, as expressed in Wilson's Fourteen Points, using it, however, to support their revisionism. Bulgarians realize that they owe their independence at least in part to the efforts of Americans and that they would have been treated much more severely in 1918-19 if the U. S. had not intervened on their behalf.

Political parties as such have never had occasion to be pro- or anti-United States. Their attitude in the present conflict depdnds on purely European considerations, including Russia's stand, Bulgarian economic dependency on Germany, and internal forces for and against boundary revision.

The fight against Fascism and the subjugation of small states is the greatest common denominator of Bulgaria and

America. Pro-U.S.A. should be considered the adherents of those former parties which looked favorably on Russia and those which have worked toward Balkan or at least Bulgarian-Yugoslav unity, i.e., Social Democrats, Communists and Agrarians. It should be kept in mind that for reasons of historical gratitude and racial affinity every Bulgarian is potentially a friend of Russia whether he agrees with Soviet ideology or not. Fear of revival of communism in Bulgaria alone keeps pro-Russian sentiment in check. 85/

Middle-of-the road parties, Radicals, Democrats and Liberals, share the general friendly attitude toward the United States. The attitude of their leaders varies.

d. Anti-United States political groups. These are Alexander Tsankov's National and Social Movement, the Macedonians who work with Italians and Germans in hopes of gaining independence, and the rather strongly pro-German and revisionist Liberals.

The "Anti-U.S." groups are too deeply committed to the "new order" as it applies to the present enlarged Bulgarian frontiers to allow their potentially friendly or at least neutral attitude toward the United States to manifest itself.

30. Foreign policy and international relations

Bulgaria's international position has been determined for a number of years by the fact that she has been a small, defeated and demilitarized country whose economic life depended on finding outlets for her surplus agricultural products. Therefore the policy of the government was to maintain a correct attitude towards her neighbors, and to cultivate good relations with those countries which could buy her goods. At the same time, Bulgaria did not for one moment renounce officially her claims for revision of the peace terms. The presence in Bulgaria of large, well-organized and vocal emigré groups from Dobrudja, Thrace, and Macedonia made it difficult to maintain a policy of peaceful revision by negotiation under Article 19 of the Covenant of the League. Also the attitude of Bulgaria's Balkan neighbors was anything but favorable to revision by negotiation.

The policy of the Bulgarian government towards the great powers was determined by the political and economic situation in the Balkans. Italy and the United States had taken a leading place in Bulgarian trade following the war. Italy had the additional advantage of leadership in revisionism, especially vis-a-vis Yugoslavia, and subsequently of dynastic ties with Bulgaria; whereas France and England supported the status quo in the Balkans and at Geneva. After 1933, the situation altered. Germany rapidly took the place of Italy in the economic and revisionist fields, especially after 1935. Collective security began to give way to regional pacts and bilateral agreements.

International cooperation. Extremely promising efforts leading towards a solution of Balkan problems had begun in 1930, through the periodic meetings of the Balkan Conferences These semi-official gatherings were designed to promote economic, social, cultural and eventually political cooperation leading towards a Balkan federation. They failed completely, however, over the question of the existing boundaries, which both Albania and Bulgaria refused to accept as permanent. The result was the formation in 1934 of the Balkan Entente (Pact) by Rumania, Turkey, Greece, and Yugoslavia, one of the main purposes of which was to neutralize Bulgaria.

One of the aims of the internal changes in Bulgaria in 1934 was to improve Bulgaria's international position. The result was an immediate improvement in relations with Yugoslavia--a change that led subsequently to the conclusion of a treaty of friendship (in 1937). At the same time a spirit of mutual good feeling pervaded the Balkan capitals, in spite of the existence of an Entente that excluded Bulgaria. In 1938, by common consent, the restrictive military clauses of the Treaty of Neuilly were cancelled. Bulgaria ceased to be the step-child of the Balkans. Yet the question of boundary revision remained. In particular, the situation in South Dobrudja continued to be a source of friction with Rumania.

On the eve of the present war the situation was as follows: Bulgaria had re-established friendly commercial and political relations with the Soviet Union; Germany had acquired a virtual economic monopoly and a strong political influence in Bulgaria, implemented by her success in altering the Versailles boundaries elsewhere; and Great Britain and France were losing influence, as a result of their guarantee of the _status quo_ in the Balkans and their failure to concentrate military power in the Eastern Mediterranian. America's general policy of not recognizing new territorial changes affected by force seemed to make the United States a supporter of the _status quo_, and this had an adverse effect on American influence in Bulgaria.

As the war progressed the policy of the Bulgarian government and people remained one of peaceful but watchful waiting. They hoped not to be involved in the fighting or to have their country become a battleground. But they were equally determined not to miss any chance of advancing their national interests. The first chance came in the partition of Rumania, which brought the return of South Dobrudja to Bulgaria (September, 1940). The economic control and the military power of Germany, Bulgaria's own unpreparedness for possible resistance to the Axis, and the chance of regaining

Thrace and Macedonia, led Bulgaria to join the Axis on March 1, 1941. Two months later the old Treaty of San Stefano had virtually been re-established, and the expanded Bulgarian state was now irrevocably committed to the "new order."

Within limits fixed by Germany, Bulgaria has entered into friendly diplomatic, cultural and economic contacts with the greater and smaller Axis states, including Japan (which country is carrying on a considerable propaganda in Sofia). On the surface at least, relations with Rumania have been correct, if not friendly, largely because in Rumania the question of South Dobrudja is overshadowed by that of Transylvania. Judging from indications in the press, relations with Turkey have been for the most part cordial. 86/

The real implications of joining Germany were not made clear to the Bulgarian people. In the re-acquisition of Southern Dobrudja, and more recently of Macedonia and Western Thrace, with only negligible casualties, and in the steadily growing market for Bulgarian products abroad, the people saw justification for Premier Filov's policy of "peace." The subsequent experiences with German occupation troops and German exploitation and manipulation of trade, the trouble with Italy over the Macedonian frontiers, and the insistence of the Axis that Bulgarian troops enter the war have, however, caused some disillusionment.

Bulgarian public opinion has had no serious occasion to be other than friendly towards the United States, and there is some ground for believing that the Bulgars would be disposed to accept a new order in the Balkans backed by the United States and based on self-determination and cultural autonomy. But Britain's uncompromising attitude on frontiers has led many Bulgarians to fear the consequences to Bulgaria of an Allied victory. Through the promotion of Macedonian and Bulgarian-nationalist agitation, Germany has contributed to this fear.

Section V

ECONOMIC

31. General

a. Summary. Economically, as well as politically, Bulgaria today is dominated by Germany. The total surplus (and more) of its agricultural products is sent to Axis countries in an unequal exchange for essential manufactured goods, antiquated arms, and frozen credits.

With 80 per cent of the people working on the land producing wheat, tobacco, fruits, and other agricultural commodities, industry is a minor item in the economic picture. Industry is of necessity largely devoted to the processing of agricultural raw materials, with milling, tobacco, food industries and textiles in the forefront.

The economic development of the country has been hampered by lack of capital and the small size of individual agricultural holdings. Mineral wealth (principally coal), water power, and lumber, have remained undeveloped, or have been wasted, while the government was attempting to pay for past wars and was subsidizing uneconomic industries behind tariff walls, in imitation of larger states.

Roads, railroads and shipping in particular have suffered from lack of capital, and though with German help are expanding rapidly today, are still in a relatively backward state.

Utilities and communications, also under government control, are improving slowly, held back by the lack of demand that results from low standards of living.

Under German pressure the current economic trend is toward intensive agriculture with new types of crops, and the development of industries using native raw materials. All potential resources and available acreage are being investigated and exploited. The production of cotton, oil seeds and other industrial crops needed to feed German industr are being expanded along with foodstuffs. New methods of food preserving are being pushed, to compensate for altered methods of marketing and limited transportation.

The government, which carefully regulates all phases of economic life, has done much in recent years, under its Five Year Plan, in the way of irrigation, electrification, cattle breeding and agricultural instruction to increase production.

The peasants and the industrial workers on their part have joined in a Union of Bulgarian Cooperatives with almost a million members. Through its branches they buy, sell, borrow, insure, own threshing and other machines, and handle the making of dairy products.

Low agricultural prices and the high cost of manufactures have kept the people poor and prevented the country from realising its economic potentialities. New lands, acquired since the war began, have for the time at least, added to rather than lessened the country's economic burden.

b. Agriculture. Agriculture has a greater part in the economy of Bulgaria than in almost any other country in Europe Climate and soil permit the raising of a great variety of products. Agricultural products represent over 95 per cent of exports and native industry is based primarily on agricultural raw materials. In 1934, 2,897,066 persons (over ten years old) were engaged in farming.

In 1938, 44.2 per cent of the total area, or 11,261,200 acres, was classed as agricultural land; of this, 79 per cent was seeded, 10.5 per cent was fallow, 6.8 per cent natural meadow, and 3.7 per cent bush and tree orchards. 87/

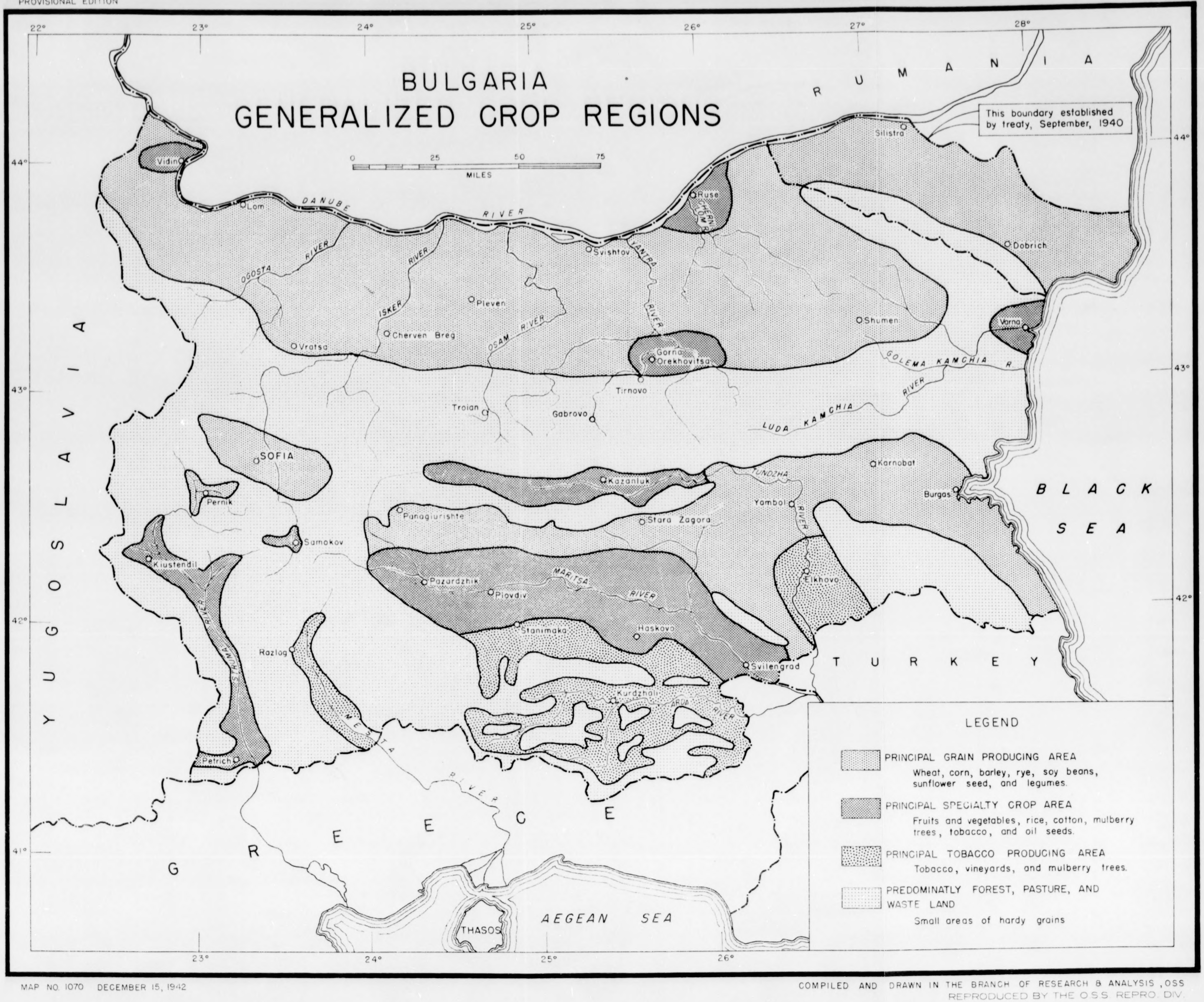
At the last census (1934) private agricultural land comprised 10,812,943 acres of the total area of 25,477,100 acres. Cultivated land amounted to 9,628,480 acres; the following were the major categories:

Field crops (grain, fodder and industrial crops)	8,574,510 acre
Vineyards	269,906

Due to its large size, the following document has been filmed in segments. The order of the segments is as follows: left to right, top to bottom.

PROVISIONAL EDITION

FREE



BULGARIA
GENERALIZED CROP REGIONS

0 25 50 75
MILES
22° 23° 24° 25° 26° 27° 28°
44° 43° 42° 41°
R U M A N I A
This boundary established by treaty, September, 1940
Y U G O S L A V I A
G R E E C E
T U R K E Y
B L A C K S E A
AEGEAN SEA
THASOS
DANUBE RIVER
OGOSTA RIVER
ISKER RIVER
OSAM RIVER
YANTRA RIVER
CHERNI LOM R.
GOLEMA KAMCHIA R.
LUDA KAMCHIA RIVER
TUNDZHA RIVER
MARITSA RIVER
ARDA RIVER
STRUMA RIVER
MESTA RIVER
Vidin
Lom
Svishtov
Ruse
Silistra
Dobrich
Shumen
Varna
Vratsa
Cherven Breg
Pleven
Gorna Orekhovitsa
Tirnovo
Troian
Gabrovo
SOFIA
Pernik
Samokov
Kiustendil
Panagiurishte
Kazanluk
Stara Zagora
Karnobat
Burgas
Yambol
Elkhovo
Pazardzhik
Plovdiv
Stanimaka
Haskovo
Svilengrad
Kurdzhali
Razlog
Petrich
LEGEND
PRINCIPAL GRAIN PRODUCING AREA
Wheat, corn, barley, rye, soy beans, sunflower seed, and legumes.
PRINCIPAL SPECIALTY CROP AREA
Fruits and vegetables, rice, cotton, mulberry trees, tobacco, and oil seeds.
PRINCIPAL TOBACCO PRODUCING AREA
Tobacco, vineyards, and mulberry trees.
PREDOMINATLY FOREST, PASTURE, AND WASTE LAND
Small areas of hardy grains

MAP NO. 1070 DECEMBER 15, 1942

COMPILED AND DRAWN IN THE BRANCH OF RESEARCH & ANALYSIS, OSS
REPRODUCED BY THE O.S.S. REPRO. DIV.

Orchards and fruit gardens	55,703 acre
Vegetable gardens	48,052
Rose fields	17,364
Mulberry orchards (for silk worms)	11,314

Uncultivated land was 1,184,463 acres, including wooded, 918,069; pasture, 186,562; barren, 75,230. 88/

The area under cultivation has continued to grow, stimulated in recent years by war-time demands. Irrigation is being pushed vigorously. The restoration of Southern Dobrudja (1940) added 1,908,300 acres, of which about 1,500,000 are arable.

The basic factor in Bulgarian agriculture is the form of land ownership and utilization. In 1934 there were 884,869 private farms, composed of 11,862,158 ~~units~~ pieces of land averaging less than an acre. The average holding had less than 13 acres, made up of about 15 widely separated plots. The table below gives the distribution of farms according to size. 89/

	Per Cent of		
	Total Farms	Arable Land	Farm Population
Less than 12.5 acres	63	30	53
12.5 - 25 acres	26	37	31
Over 25 acres	11	33	16

Large farms over 125 acres comprised only 1.6 per cent of the arable land. More than one-half of the farm population is concentrated on less than one-third of the farm area.

The number of large farms is decreasing and the number of small ones increasing through subdivision which results from the system of inheritance. On the other hand, the government is encouraging villages to reintegrate the scattered fields of individual peasants into consolidated farms. 90/

The size and nature of land holdings (often at a considerable distance from the villages) result in wasted time and effort, prevent rational exploitation and the efficient use of machinery, and keep yields per acre among the lowest in Europe. Besides there is agricultural unemployment and overpopulation, and there virtually landless peasants. Although 99 per cent of the peasants own or rent the land they work, the time of agricultural workers is not fully utilized, despite primitive methods. Thus agriculture is often a part-time occupation.

Farming is still done mostly by hand, with primitive tool In 1934, about 18 per cent of all farms had no farm equipment and more than half the plows were primitive wooden ones which barely scratch the surface. Farm tools and machinery of all kinds are still far behind the needs of the country. However, modern machinery of various types is being introduced. In 1934, there were several thousand harvesters and threshers, and about 2,000 tractors, used mainly for transporting and operating the threshing machines. 91/

The demand for machinery is limited by the size and poverty of the individual farms, by the surplus of agricultural labor and by the nature of much of the terrain. Cooperatives are important in the owning or renting of machinery as well as in other types of activity connected with agricultural production.

In normal times Bulgaria produces considerable surpluses of agricultural products. The type and distribution of crops has been determined by the form of land ownership and the demand of foreign markets. Small-scale farming has led to intensive cultures (fruit, vegetables, poultry). Cereals (mainly wheat) used to represent more than half the total exports. The fall in world grain prices forced a rapid shift to greater diversification--especially industrial crops and fruits. Since then the leading export article has been tobacco, followed by eggs and poultry, and fruit, especially grapes and strawberries. More recently, vegetable oil crops, especially soya, have been increasingly important.

The area under grain is still about 70 per cent of the total. Wheat, most important for the domestic food supply and still a leading export item, represents about half the grain production (48 per cent of the area). In second place is corn (27 per cent of grain area), grown in every part of the country, followed by rye. Rice, an important item in the Bulgarian diet, is also grown in considerable quantities.

Bulgaria produces an abundance of vegetables and fruit. Dried white beans are particularly important in domestic consumption and are also exported. Potatoes are probably less important than beans or rice. Increasing quantities of fresh vegetables, especially tomatoes, are grown for export.

Grapes are the most important fruit. Table grapes have risen to third place in value (1938) among all exports. Wine grapes (and wine) are less important. The cultivation of strawberries and other small fruits has grown rapidly, especially for export. Prunes, once the leading fruit export, are still grown in large quantities.

There is very little food refrigeration. The introduction of commercial canning (1935) and other forms of food preservation has removed some of the seasonal element and increased the supply of food. Because of transportation shortage, increasing quantities of fresh fruits and vegetables are being marketed abroad in semi-preserved pulp form or are dried and powdered. 92/

Tobacco is the leading industrial crop and the most important export article. The addition of Greek and Yugoslav tobacco-growing areas places Bulgaria in first place in the production of Oriental tobacco. Bulgaria also gained additional opium producing acreage. 93/ Sugar beet, cotton, hemp, flax, mulberry (silk), soya, sunflower and other edible oil crop acreages have increased--doubled in some cases. Oil-producing plants have gained at the expense of the famous rose fields. For distribution of acreage and production in recent years see Appendix A, Table 11.

Livestock. About 35 per cent of the farm income is derived from animal enterprises. The 1934 census gave the following figures for domestic animals:

Horses	531,519	Sheep	8,839,492
Donkeys	180,695	Pigs	901,976
Beef Cattle	1,497,624	Goats	913,088
(Milch Cows	533,000)	Chickens	11,813,519
Buffaloes	374,977	Other Fowl	959,161
(Milch Buffaloes	172,000)	Bee Hives	441,864

1934 showed an increase over the previous census (1926) for horses, mules, sheep and especially fowl and bees, and a decrease for the rest. The total number of work animals in 1934 was 1,524,340. 94/

Domestic animals are doubly important in Bulgaria because of lack of automotive equipment for farm work and transportation. Cows are used for work, as well as oxen, buffaloes, horses, donkeys and mules. Cows, buffaloes, sheep and goats supply milk and large quantities of cheese, but only limited amounts of butter. The average yield per cow is low. Cheese and meat (mainly pork) products are exported. Production of hides and wool has not sufficed for domestic needs. During the last decade the quality of domestic animals has been improved.

Small farms and the availability of foreign markets have made poultry raising almost universal. In recent years eggs have been second only to tobacco in the export list.-- 15,000 to 20,000 tons a year. 95/

Since 1941 rationing has been in force for staple articles of food and clothing, to conserve supplies for German military consumption and export. Requisitioning of wheat is also reported. Germans are allowed to send home 11 pounds of food per week. 96/

c. Mineral resources and production

General. Coal is the only well-developed mining industry in Bulgaria. There are no facilities for the production of iron, steel, or nonferrous metals, with the exception of some copper smelting. Bulgaria has mines producing various grades of iron and nonferrous ores, all of which are exported.

In addition to the relatively large deposits of lignite, bituminous, and anthracite coal (40 mines) in various parts of the country, gold (alluvial and quartz), silver (mostly in galena), copper (mostly pyrites), lead, zinc, manganese, iron (magnetite and hematite), chrome, antimony, arsenic and other metal ores are found. Lack of capital and poor railway facilities have prevented their development. Claims on register in 1938 totalled 4,784, but there were only 15 active mines other than coal. 97/

Other mineral resources include salt, building stone, various kinds of clay, aluminum and kaolin, asbestos, talc, magnesite, graphite, mica, cement, chalk, lime, and gypsum. There is some oil shale, petroleum, and natural gas, and many radioactive and other mineral hot springs. Production of mica has been increased, and since the war started there has been a renewed activity in mining, prospecting, and salvaging, particularly in regard to manganese, chrome, and base metals. Virtually all ore is exported to the Axis countries, and Germans have taken over the development of several mines. 98/

All subsoil riches are owned by the state, but some are privately exploited. Recently the government itself has been actively engaged in prospecting for oil, iron, and nonferrous metals. In addition to coal enterprises, it operates silver, copper, zinc (Lakavitsa) and salt (Provadia) mines. 99/

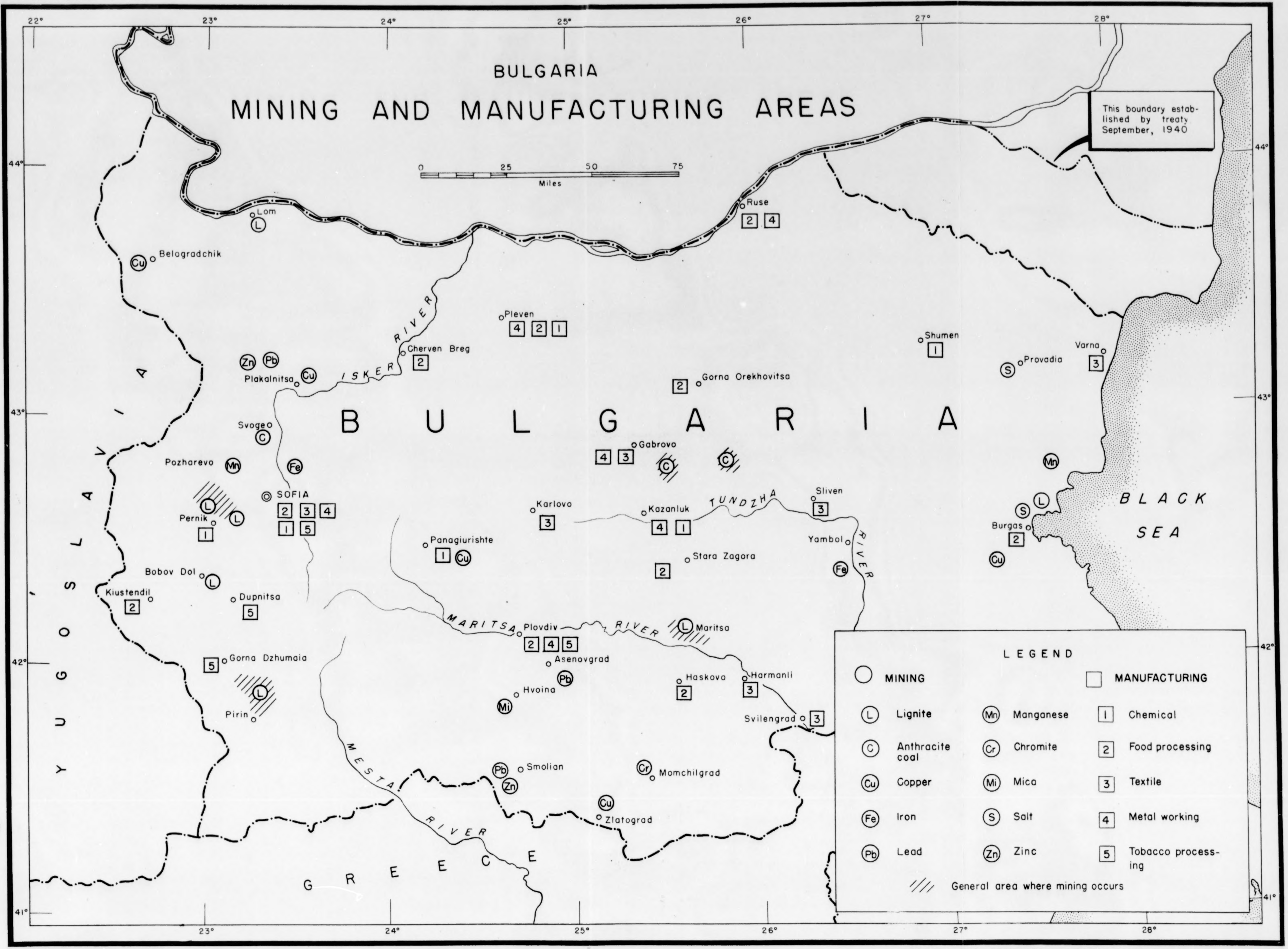
Coal is the most important natural mineral resource, and

Due to its large size, the following document has been filmed in segments. The order of the segments is as follows: left to right, top to bottom.

PROVISIONAL EDITION

RESTRICTED

BULGARIA
MINING AND MANUFACTURING AREAS



22°
23°
24°
25°
26°
27°
28°
44°
43°
42°
41°
This boundary established by treaty September, 1940
0
25
50
75
Miles
B U L G A R I A
Y U G O S L A V I A
G R E E C E
BLACK SEA
ISKER RIVER
TUNDZHA RIVER
MARITSA RIVER
MESTA RIVER
Lom
Ruse
Belogradchik
Pleven
Cherven Breg
Shumen
Varna
Provadia
Plakalnitsa
Gorna Orekhovitsa
Svoge
Gabrovo
Pozharevo
SOFIA
Pernik
Karlovo
Kazanluk
Sliven
Burgas
Panagiurishte
Yambol
Stara Zagora
Bobov Dol
Kiustendil
Dupnitsa
Plovdiv
Maritsa
Gorna Dzhumaia
Asenovgrad
Haskovo
Harmanli
Hvoina
Pirin
Svilengrad
Smolian
Momchilgrad
Zlatograd
LEGEND
MINING
MANUFACTURING
L Lignite
C Anthracite coal
Cu Copper
Fe Iron
Pb Lead
Mn Manganese
Cr Chromite
Mi Mica
S Salt
Zn Zinc
1 Chemical
2 Food processing
3 Textile
4 Metal working
5 Tobacco processing
General area where mining occurs

MAP NO. 1071, NOVEMBER 2, 1942

REPRODUCED BY THE OSS REPRO DIV

DRAWN AND COMPILED IN THE GEOGRAPHY DIVISION, O S S lignite coal-mining the most important mineral industry. State-operated mines account for most of the output, the Pernik mines alone producing 87 per cent of the national total. The state mines are an autonomous institution operated by the Pernik Mine Administration; they include the Pernik, Bobov Dol, Maritsa, and Lom mines. There are 9 principal mines at Pernik, currently producing about two million metric tons annually of a superior grade of lignite. The known reserves at Pernik are estimated at 160 to 200 million tons; at Lom, 80 million tons. Pernik is being rapidly mechanized; the cost per ton is decreasing, and production per man-hour is increasing. In 1940 the Pernik mines filled orders for 2,197,531 tons, the biggest consumer being the State railways.

In 1939 the state mines produced 2,005,000 tons of lignite, of which 95 per cent was sold, 9.2 per cent more than in the previous year. 100/ The production of bituminous coal and anthracite, derived almost entirely from privately operated mines, the former near Plachkovtsi and the latter at Svoge, is much lower, namely, 129,789 and 2,799 tons in 1937. 101/

The sources and utilization of coal in 1939 were as follows (1,000's of tons): 102/

	Railroads	Industry	Other	Total
Pernik	602	408	731	1,742
Other State Mines	40	79	45	164
Private	138	303	79	519
Total	780	790	855	2,425

The production of briquettes is rapidly increasing. The new mechanized plant for egg and brick-shaped briquettes at Pernik produced 91,099 tons in 1938, with a large increase reported in 1940. Other briquetting plants are located at the Maritsa state mine and at the private "Pirin" mine

(Granitoid). 103/ A new coal-cleaning plant at Pernik with a daily capacity of 10,000 tons was projected in 1941. 104/

Production of coke, for metallurgical and heating purposes, is also increasing. In 1935 it was 1,870 tons. The coke ovens at the Plachkovtsi mines in 1936 had a capacity of 11,000 tons annually, and were equipped for treating by-products. Capacity of the coke ovens at Kazanluk was 4,400 tons. However, the total private production in 1937 was only 5,500 tons, 70 per cent of which was for heating fuel. 105/

Iron ore production in Bulgaria has been limited to a few thousand tons a year, all from the mines near Blagovest, 12 miles south of Yambol. This ore is magnetite, containing 60 per cent iron and low in phosphorus and sulphur. In the past all of the ore has been exported to Hungary. The ore reserves of the known deposits are estimated at 66,000 tons of known and 330,000 tons of probable ore.

Another important deposit is at Kremikovtzi near Sofia, where hematite occurs. This bed is 6 to 15 feet thick and the ore contains 40 to 50 per cent iron. Its width is still undetermined. In the Strandja district a number of small magnetite deposits of high grade occur near Krumovo, but have not been explored enough to permit tonnage estimates to be made. The total reserves of developed iron ore in Bulgaria are over 1,500,000 tons, averaging 58 per cent iron content. 106

Copper. The French-owned Plakalnitsa smelter at Eliseina is reported since September 1941 to be producing 100 tons of copper matte per day, which is being shipped to Hamburg. Other copper mines are located at Eleshnitsa, Burgas, the Panagurishte region, and at Zlatograd. 107/

Manganese ore. The most important deposit is at Pozharevo-Kostinbrod, about 15 miles west of Sofia, which is state-owned. The deposit consists of irregular masses of manganese-iron ores. Up to 1939 nearly 10,000 tons of ore had been mined and stocked pending eventual exports.

Another deposit, 28 miles northeast of Burgas, in 1936 produced 550 tons of ore containing 45 to 50 per cent manganese and 30 per cent iron. 108/

Chromite. There is a group of reportedly large chromite deposits in the Rhodope Mountains near Momchilgrad. In 1937 the output was 1,909 tons of 40 per cent chromite. The transportation problem keeps the output low. 109/

Quarries. Bulgaria is well supplied with all kinds of building materials. In 1932 there were 2,136 quarries and clay pits, including: building stone (240), brick and tiles (117), lime (93), sand (83), dressed stone (146), ceramics (45), mica, marble, ochre, plastic clay, kaolin, barite, etc. 110/ One of the most important is the granite quarry on Mount Vitosha, producing a very hard type of granite, used for paving. Limestone, found in unlimited quantities in the Rhodope and Balkan ranges, is converted to building lime in primitive ovens. (For mineral production see Appendix A, Table No. 12).

Oil. Bulgaria has no petroleum production. Relatively small deposits of oil, natural gas, asphalt and oil shale located near Varna, Kiustendil, Breznik and Sliven had not been exploited up to 1939. Samples of Breznik oil shale returned 25 to 30 gallons of crude oil per ton. 111/

d. Forests. In 1938-39 there were 8,383,000 acres of "forest" land (including clearings and pastures), or about 32 per cent of the total area; of this 6,975,000 acres, or 83.9 per cent, is wooded. All but 16 per cent is commune or State-owned. 112/ Eighty-five per cent of the forests are hard woods--chiefly oak, walnut, and beech. Soft woods (white and red pine) form 12 per cent, and the rest is mixed lumber. 113/ The best hardwoods are on the north slopes of the Balkan Mountains, on the Sredna Gora, Deli Orman, Strandja and the Rila-Rhodope ranges. The pine forests are in the Rila, Pirin, and Rhodope mountains.

The Danube plain from Vidin to Svishtov, the lower Tundja plain, and the Thracian plain, as well as the Sofia, Radomir, Dupnitsa, and other basins have been virtually denuded by fires and ruthless exploitation, causing harmful erosion. On the other hand, almost 500 million board feet of lumber are wasted yearly because poor transport facilities prevent rational exploitation. 114/ For the last 15 years the government has pursued an enlightened policy of soil conservation and reforestation. Efforts have been made to popularize coal (lignite) for fuel in order to save the forests near settled areas.

The chief products of the Bulgarian forests are building materials, railroad ties, firewood, and charcoal. The following amounts were produced in 1937-38: 115/

Building materials	1,151,646 cu. yds.
Firewood	4,682,093 " "
Total	5,833,739 " "
Charcoal	37,495 tons

c. Fisheries. Fishing on a commercial scale takes place along the Black Sea coast and along the Danube. The former is more than twice as important as the latter. As their equipment, mostly sailing vessels, does not permit deep sea fishing, the Black Sea fishermen operate mainly along the shore, in bays and in coastal lagoons. Most of the fish are brought to Tsarevo, Nesebur, Sozopol, Burgas and Varna, especially the last two because of their rail connections. The bulk of the catch is sold fresh, except in spring and autumn, when the large quantity necessitates salting or drying. Inadequate refrigeration causes great fluctuation in price, especially in the spring and autumn when fish are plentiful, and reduces the quality of the preserved product which is too salty and hard. The migratory varieties, including spring mackerel, are usually preserved. 116/ Recently frozen fish have been shipped to Germany and Italy.

Danube fishing takes place along the length of the Bulgarian portion and on the large overflow swamps or lakes. The size of the catch depends primarily on the height of water in the river and the extent to which it overflows. The fishing season occurs at the time of the two annual overflows, in spring and autumn. Sea fish are also obtained in the Danube. The bulk of the catch is marketed fresh in Sofia and the other large towns, only a small portion being salted, including caviar. A relatively small amount of fish are obtained in other inland waters. There are numerous small government and private hatcheries, principally for trout, with only limited commercial significance.

Principal commercial fish are tunney, mackerel, mullet and herring (Black Sea), carp (Danube) and sandre (inland rivers). Average annual catch is 11 to 12 million pounds. 117/ (For distribution in 1938 and 1939 see Appendix A, Table 13.)

32. Manufacturing

Bulgarian industry has evolved partly from primitive local handicrafts, but mostly from an effort to use native produce and raw materials, and employ native labor. Some industries are economically legitimate, but many are subsidized or heavily protected by tariffs. In recent years the trend has been toward agricultural industries and toward producing for the specific needs of the Axis markets, whose purchase of Bulgarian exports has increased from half in 1935 to virtually 100 per cent in 1941.

Principal industries according to location are: 118/

Sofia and vicinity: Cement, bricks, ceramics, sugar and confectionery products, soap, textiles, breweries, rubber products, railroad cars and parts, chemicals, paper, leather goods, tobacco and flour milling. In addition there are many small metal works and one large nut and bolt factory.

Plovdiv: Sugar, tobacco, milling, bricks, canning, vegetable and seed oils, nuts and bolts, rice.

Varna and vicinity: Cotton milling, glass, breweries, salt mining.

Burgas: Milling, soap, sugar, canning, sea salt.

Ruse: Sugar and confectionery products, milling, oil refining.

Gabrovo: Textiles, machinery, leather, wood products.

Pleven: Iron works, machinery, sugar, tomato canning.

Shumen: Breweries, canning, leather, chemicals.

Kazanluk: Explosives, armaments, rose oil, airplanes.

Panagiurishte: Lumber, rugs, hydrochloric acid.

Sliven: Textiles, rugs.

Yambol: Milling.

Stara Zagora: Canning.

Kiustendil: Fruit drying and canning.

Gorna Dzhumaia: Tobacco.

Duphitsa: Tobacco.

Sevlievo: Leather.

Samokov: Linen, lumber.

Cherven Breg: Milling.

Gorna Orekhovitsa: Sugar, vegetable oils, food products, railroad shop (Leskovets).

Haskovo: Vegetable oils.

Svilengrad: Silk.

Harmanli: Silk.

Vratsa: Canning.

Pernik: Coal, briquettes.

The following table includes only factories and shops employing 10 or more persons and designated by law as factories. 119/ (For smaller establishments, see Appendix A, Table 7):

Industry in Bulgaria 1938/39

Industry	1939 No. of Factories	1939 Persons Employed	1938 Production (100 leva=$1.00)
Coal mines and briquetting plants	40	9,803	$ 5,690,890
Copper, iron, gold mines	14	831	122,750
Salt mines	4	553	1,103,740
Metallurgy and metal products (including foundries, nut and bolt factories, wire, copper & other utensils, tin and lead products)	95	4,929	5,529,680
Machines and apparatus (including electrical equipment)	34	1,484	924,480

Vehicles (including carts, manufacture and repair of railroad equipment)	5	131	49,800
Jewelry, precision instruments	8	91	127,460
Brick factories	144	3,128	1,276,100
Other ceramics, pottery and cement	32	2,573	2,872,100
Lumber mills	162	1,789	1,629,110
Furniture, wood finishing, barrelmaking	100	2,125	896,980
Textiles, including linen, cotton, wool, silk, rope, and rugmaking	360	32,277	29,853,400
Leather and leather goods	65	1,350	2,965,520
Food products, including milling, wines and beer, vegetable oils, canning, and beet sugar	1,548	12,050	27,801,170
Tobacco and tobacco products	226	21,077	20,981,980
Rubber products, including linoleum and asbestos	46	1,976	2,279,490
Clothing (hats & gloves only)	3	202	181,260
Chemicals, including paints, matches, soap, rose oil, wood alcohol	272	2,435	5,878,950
Paper and photographic products	19	1,768	2,826,850
Water power and refrigeration	191	2,011	4,302,590
Mixed industries	39	331	82,510
Total	3,378	102,964	117,376,810

Textiles. The largest branch in 1938, cotton spinning and weaving, is at present declining because imports of cotton from Egypt and Russia have been cut off.

One third of the raw cotton used in 1935 was of local origin, and the acreage is steadily increasing. In 1935 there were 12 cotton spinning, 41 weaving, and 10 knitting factories. Wool and silk textiles are made from native raw materials. Large increase of linen acreage has boosted linen production for export to Germany. The hemp rope industry is expanding. 120/

Food products. Flour-milling is the largest branch, with 45 large steam mills in 1938. Over 187,340 tons of flour and flour products were produced each year; reacquisition of the Dobrudja has increased this figure. Since 1935, canning, drying, and pulverizing of fruits and vegetables have become major export industries. In 1937, 1.2 million cans of vegetables and fruits were produced. Of increasing importance are the sunflower-seed-oil and, more recently, soy-bean-oil industry, sponsored by Germany. Much is locally consumed. In 1938, 31,400 toms of vegetable oil were produced in 48 of the larger plants. There were in addition 207 village plants scattered over the country. Rice cleaning is an important industry in the Plovdiv region. The 5 sugar refineries barely supply the needs of Bulgaria, with its present enlarged boundaries. (45,450 tons per year) 121/

Chemical industry. Manufacture of soap, matches, explosives, paints, glue, rose oil, liquid oxygen, lime, and glycose are the principal branches of the chemical industry. Acid, copper sulphate, and caustic soda plants were planned in 1938, and a hydrochloric acid factory is reported operating at Panagiurishte, largely for German use. 122/

Oil refining. All oil is imported from Rumania. The two principal refineries, located at Ruso, have capacities of 28,000 and 26,000 tons respectively. One was reported blown up in 1941. A total of 32,584 tons of crude oil were treated in 1938. 123/

Metal industries. There are no blast furnaces in Bulgaria, and the local foundries and machine construction works, chiefly in Sofia, use imported pig iron or steel bars. 124/ The principal metal works are copper smelters and iron foundries and kitchen ware, sheet tin, wire, nut and bolt, and boiler factories.

With the aid of German specialists the mica industry has been developed, employing 1,500 in 1942. 125/

Lumber industry. Lumbering is still in a backward stage. In 1935 there were about 2,000 primitive sawmills, and 146 modern mills with 399 circular saws and 393 band-saws, with a total of 6,300 horsepower. 126/

In general the Bulgarian sawmills have not been able to compete with the well-established Rumanian lumber industry. Although Bulgaria exports small quantities of forest products, chiefly oak and walnut lumber, a great deal more is imported, mainly construction material, mine props, and cellulose from Rumania and lately from Finland.

Virtually all furniture is manufactured locally.

Other industries. The leather, and paper industries, which use only native raw materials, are growing rapidly and producing several qualities of goods. However, a paper shortage is reported today. 127/ The 20-year-old rubber industry, using imported rubber, is declining

(7606)

because of raw material shortages.

There are no automobile, engine, or heavy farm machinery factories in the country. State railway car shops exist in Sofia, Drenovo, and Leskovets and a private shop in Varna, but these are used chiefly for repairs. 128/ The handicraft output, such as tailoring, shoemaking, coopering, carpentering, and building, is of greater total value than that of industry. 129/

33. Utilities

Power plants. Water power is the principal source of electrical power in Bulgaria, followed by coal and Diesel oil. In 1941 about 60 out of 97 towns and 417 out of 5,658 villages and hamlets had electric lighting. 130/

In 1940 there were 130 electric power stations with a total yearly output of 297,055,000 kilowatt-hours, produced as follows: 131/

	Kw.-hr.
Hydroelectric plants	170,585,000
Steam (coal) plants	101,881,000
Other thermal plants (chiefly Diesel)	18,871,000
Mixed plants	5,718,000
Total.	297,055,000

Capacity of plants in 1934 according to type of prime mover was as follows: 132/

Type of plant	No. of plants	Capacity in hp.	K.V.A.	Per cent of total capacity	Per cent of total kw-hr. output
Hydro	30	55,157	51,123	42.6	66.8
Steam	11	57,775	54,780	44.8	19.7
Diesel	70	16,260	13,876	12.6	13.5
Total	111	129,192	119,779	100.0	100.0

Large hydroelectric plants were distributed by regions (oblasts) as follows in 1934: Sofia - 8 (39,245 hp., or 73.0 per cent); Pleven - 6 (2,360 hp., or 4.4 per cent); Plovdiv - 2 (11,625 hp., or 22.0 per cent); Stara Zagora - 1 (700 hp., or 0.6 per cent). The potential maximum capacity of hydroelectric projects in operation in 1935 or since completed is 318,000 hp. 133/ Dams under construction on the Rositsa, Tundzha, Topolnitsa, Vidima and Chaira rivers are slated to supply 118 million kwh. when completed. 134/

For location of the principal hydroelectric plants and their actual and potential hp., see attached map, Fig. 6.

The government steam (coal) electric plant at Pernik is the largest in the country. Its output in 1938 was 23 million kw. - hrs.

(7606)

The hydroelectric station of the Granitoid Co. serves over 50 inhabited places in southwestern Bulgaria and, through a substation plant at Kurilo (7.5 mi. north of Sofia), the Sofia surplus power serves villages and towns in north Bulgaria.

Since 1939, a coal power station at the Maritsa mines has been serving the Stara Zagora Region. 135/

Many villages are lighted by the surplus electricity of small local mills and sunflower oil plants in exchange for tax reductions.

In 1936 with 111 plants in operation, 167,790,102 kw.-hrs. were produced. Of this power 8.4 per cent was produced by State-owned plants, 26.2 per cent by municipal plants, 9.6 per cent by water syndicates, 4.7 per cent by cooperative and other banks, and 51.1 per cent by stock companies and private firms.

Of the power output in 1936, 59.8 per cent was used in industry, 15.2 per cent for private lighting and appliances, 5.05 per cent for street lighting, and 18.94 per cent was consumed at the plants or lost. 136/

In 1934 the consumption was 88.05 kw.-hr. per consumer and 26.46 per capita of the population. 137/

All consumer electricity is a.c., with the exception of the power plants at Haskovo, Lom, Petrich, and Chirpan, which supply d.c. current.

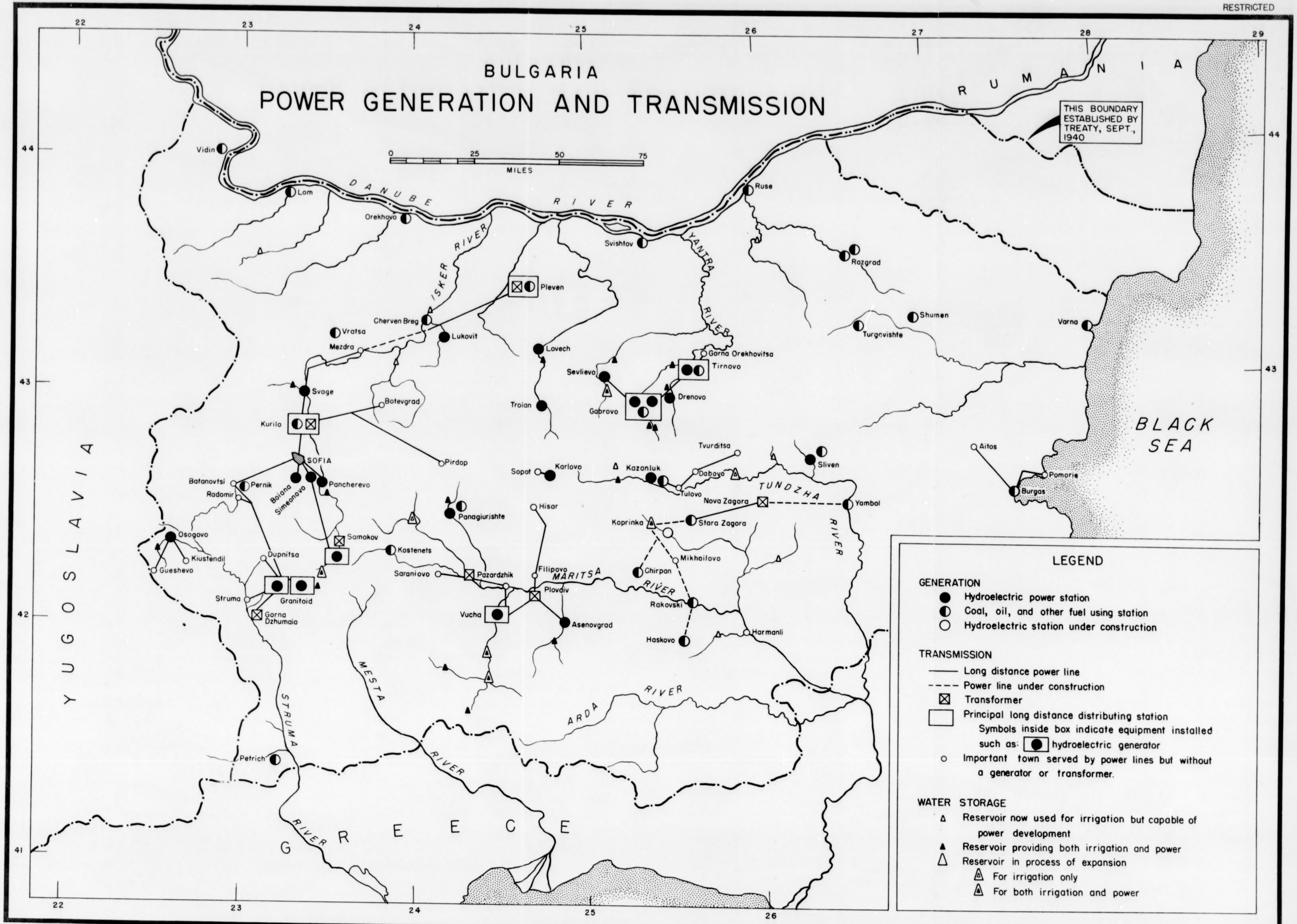
Consumer voltage is 220/380 v. with the following exceptions: Kazanluk, 120/210 volts a.c., Lom, 440 v. d.c.; Ruse, 120/210 v. a.c.; Sofia, (except suburbs), 150 v. a.c.; and Varna, 120/210 v. a.c. For cities with electric power and principal hydroelectric stations, see Appendix A, tables 14 a, b. Edison type sockets and round pin plugs (4 milimeters in diameter, 20 milimeters from center to center and 20 milimeters long) are generally used.

Due to its large size, the following document has been filmed in segments. The order of the segments is as follows: left to right, top to bottom.

PROVISIONAL EDITION

RESTRICTED

BULGARIA
POWER GENERATION AND TRANSMISSION


RUMANIA
THIS BOUNDARY ESTABLISHED BY TREATY, SEPT., 1940
0 25 50 75
MILES
DANUBE RIVER
YUGOSLAVIA
GREECE
BLACK SEA
ISKER RIVER
YANTRA RIVER
TUNDZHA RIVER
MARITSA RIVER
ARDA RIVER
MESTA RIVER
STRUMA RIVER
Vidin
Lom
Orekhovo
Svishtov
Ruse
Razgrad
Pleven
Cherven Breg
Lukovit
Vratsa
Mezdra
Lovech
Sevlievo
Gorna Orekhovitsa
Tirnovo
Drenovo
Gabrovo
Troian
Shumen
Turgovishte
Varna
Svoge
Botevgrad
Kurilo
SOFIA
Pirdop
Batanovtsi
Pernik
Radomir
Boiana
Simeonovo
Pancherevo
Sopot
Karlovo
Kazanluk
Tvurditsa
Dabovo
Tulovo
Sliven
Aitos
Pomorie
Burgas
Yambol
Nova Zagora
Panagiurishte
Hisar
Koprinka
Stara Zagora
Osogovo
Kiustendil
Gueshevo
Dupnitsa
Samokov
Kostenets
Saraniovo
Pazardzhik
Filipovo
Plovdiv
Mikhailovo
Chirpan
Struma
Granitoid
Gorna Dzhumaia
Vucha
Asenovgrad
Rakovski
Haskovo
Harmanli
Petrich
22
23
24
25
26
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44
43
42
41

LEGEND

GENERATION
- ● Hydroelectric power station
- ◐ Coal, oil, and other fuel using station
- ○ Hydroelectric station under construction

TRANSMISSION
- —— Long distance power line
- - - - Power line under construction
- ☒ Transformer
- ☐ Principal long distance distributing station
  Symbols inside box indicate equipment installed such as: ● hydroelectric generator
- ○ Important town served by power lines but without a generator or transformer.

WATER STORAGE
- △ Reservoir now used for irrigation but capable of power development
- ▲ Reservoir providing both irrigation and power
- △ Reservoir in process of expansion
  - △ For irrigation only
  - ▲ For both irrigation and power

MAP NO. 1253 DECEMBER 7, 1942

REPRODUCED BY THE OSS REPRO. DIV.

COMPILED AND DRAWN IN THE BRANCH OF RESEARCH AND ANALYSIS, OSS

Water supplies. Bulgaria, because of its mountains is abundantly supplied with drinking water, but this is not always conveniently accessible. Water as a rule does not require boiling, but it should be tested. In a few localities in western Bulgaria, the water is deficient in iodine.

Shortages exist only in the Deli Orman (region between Southern Dobrudja and the Ruse-Varna railroad), where 298 miles of water lines were being constructed in 1941. 137a/

In 1939 some 72 towns (out of 97) and 831 villages and hamlets (out of 5,658), or 31 per cent of the total population, had reasonably modern water supplies. In the rest, water is carried to the homes from village fountains and communal or private wells, and pumps. The government health service tests over 8,000 water sources a year. 138/

For the Sofia water supply all the springs in the Beli Isker Valley (near Samokov) are tapped. The length of the pipeline is about 55 miles. This supply is occasionally (as in 1942) affected by weather conditions. Auxiliary supplies are stored above Boiana on Mount Vitosh, 7 miles south of Sofia. Both water reservoirs also produce power.

Varna's water supply comes from springs located near the Aladja monastery about 16 miles northeast of the city and is abundant. Well water around Varna is sulphurous and should be tested.

Plovdiv gets abundant water from the Rhodope Mountains about 20 miles to the south near, Assenovgrad.

Bulgaria abounds in thermal and mineral springs; there are over 900 such springs, of which 44 are used as health resorts. 139/

Sewage disposal. Only Sofia, Plovdiv, Varna, Burgas, Ruse, and Stara Zagora have relatively modern sewage facilities. Sewage disposal plants do not exist, and sewers empty into rivers. Virtually no villages have sewage systems. In smaller towns, located near rivers, sewage is taken care of by a network of channels with running water. These are often covered. The government health service is engaged in cleaning out village ponds and swamps to safeguard drinking water. 140/

Gas. No natural gas or coal gas is used. Natural gas is found only in the Varna area. 141/ Coal, wood, and electricity are used for heat. Kerosene is used for lighting in the villages and towns without electricity.

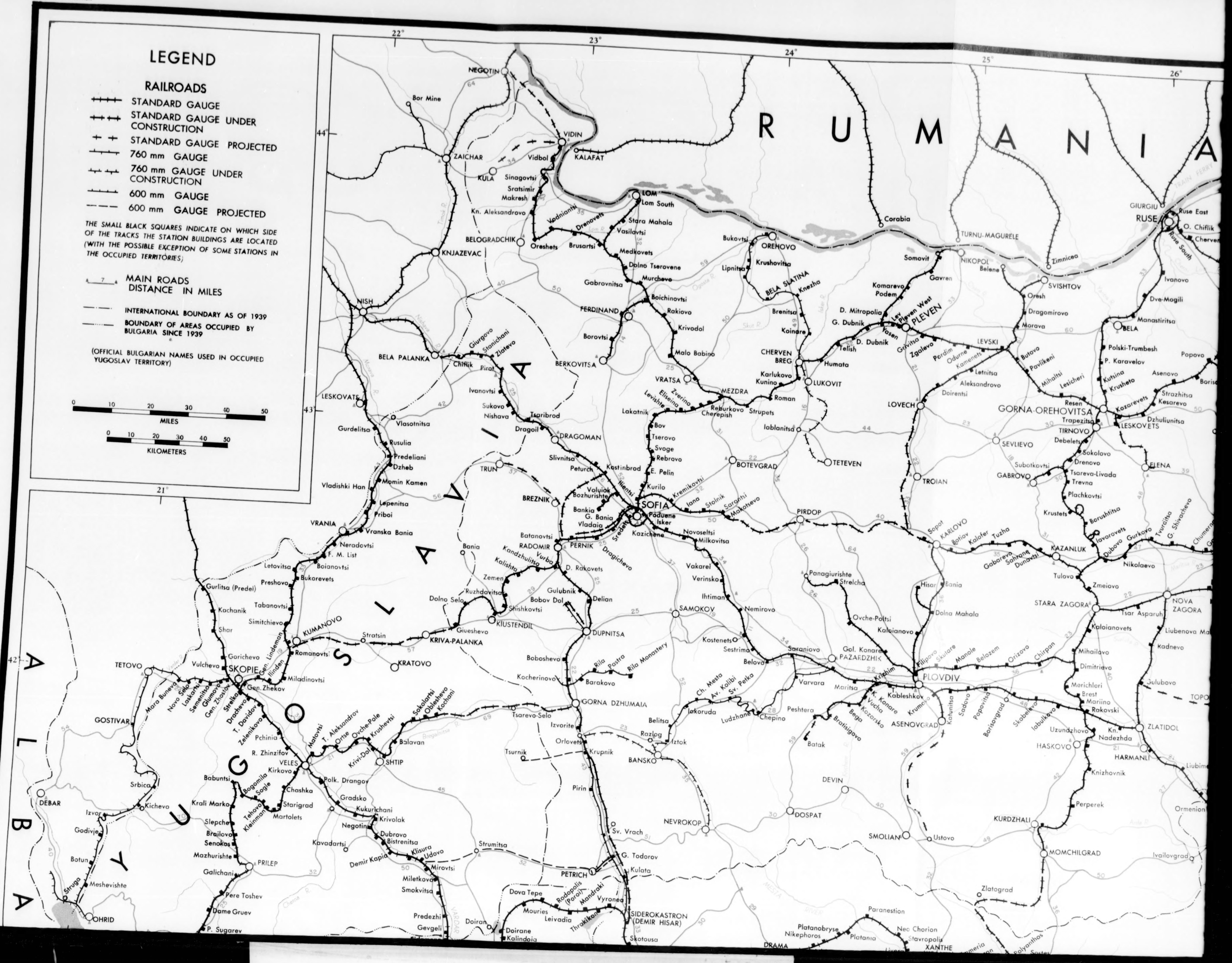
Refrigeration, both domestic and commercial, is extremely limited. Existing facilities can accomodate only one months supp of meat. Artificial ice for the export of fruits, vegetables and other perishable products, as well as for commercial and domestic use, is provided by the breweries in Sofia, Shumen, Varna, and Plovdiv. Only the central produce and meat markets in the largest cities are provided with refrigeration. Large quantities of natural ice are stored in dugouts during the winter. At the beginning of 1938 the State Railways possessed 62 refrigerator cars. 142/

Irrigation. In 1939 some 51,000 acres were irrigated by 56 water syndicates, 9 of which were government-controlled. Irrigation works are for the most part primitive. As the government's policy is to put all arable land under cultivation, the irrigation projects are growing rapidly with the help of conscript labor.

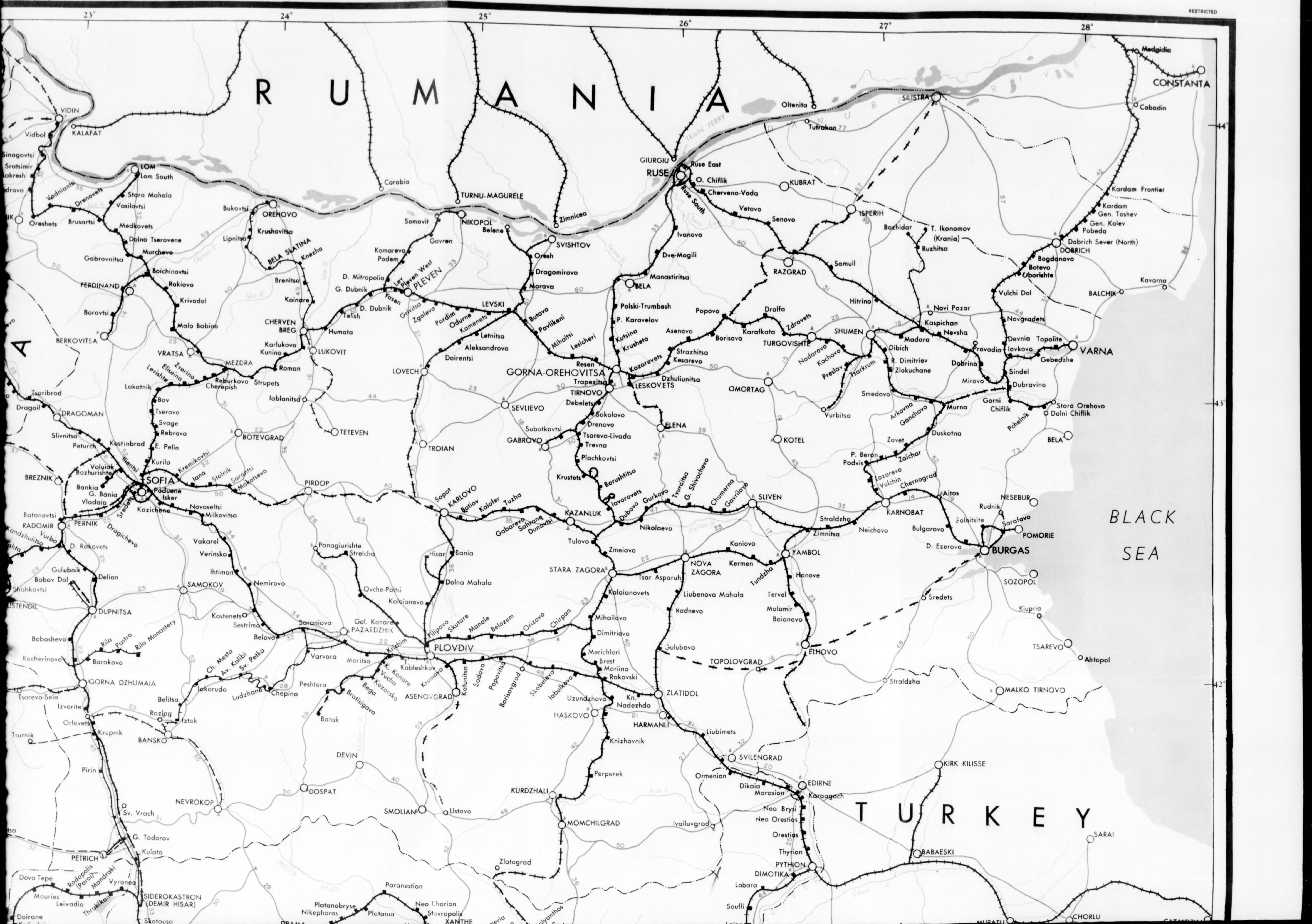
Principal irrigation projects in construction are dams and reservoirs at Kosovo on the Rositsa in north Bulgaria, at Koprinka on the Tundzha, and at Tserovo on the Topolnitsa in South Bulgaria. They will irrigate 198,000 acres and produce 38,000,000 kw.-hr. of electric power when completed. 143/

Due to its large size, the following document has been filmed in segments. The order of the segments is as follows: left to right, top to bottom.

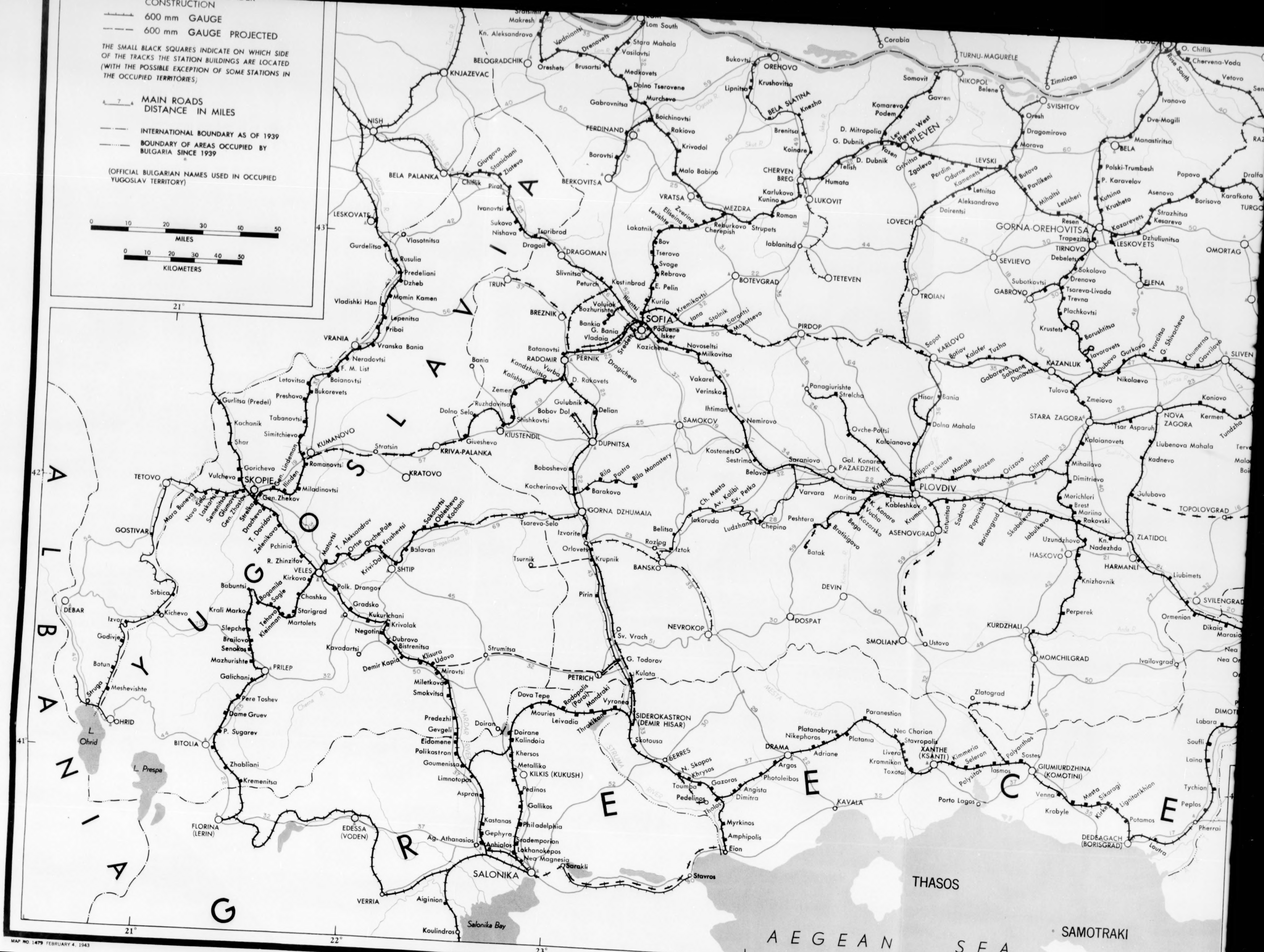
PROVISIONAL EDITION


LEGEND
RAILROADS
STANDARD GAUGE
STANDARD GAUGE UNDER CONSTRUCTION
STANDARD GAUGE PROJECTED
760 mm GAUGE
760 mm GAUGE UNDER CONSTRUCTION
600 mm GAUGE
600 mm GAUGE PROJECTED
THE SMALL BLACK SQUARES INDICATE ON WHICH SIDE OF THE TRACKS THE STATION BUILDINGS ARE LOCATED (WITH THE POSSIBLE EXCEPTION OF SOME STATIONS IN THE OCCUPIED TERRITORIES)
7
MAIN ROADS
DISTANCE IN MILES
INTERNATIONAL BOUNDARY AS OF 1939
BOUNDARY OF AREAS OCCUPIED BY BULGARIA SINCE 1939
(OFFICIAL BULGARIAN NAMES USED IN OCCUPIED YUGOSLAV TERRITORY)
0 10 20 30 40 50
MILES
0 10 20 30 40 50
KILOMETERS
RUMANIA
YUGOSLAVIA
ALBA
21°
22°
23°
24°
25°
26°
42°
43°
44°
NEGOTIN
VIDIN
KALAFAT
ZAICHAR
KULA
LOM
Corabia
TURNU-MAGURELE
GIURGIU
RUSE
NIKOPOL
SVISHTOV
PLEVEN
OREHOVO
BELA SLATINA
FERDINAND
BERKOVITSA
VRATSA
MEZDRA
LUKOVIT
CHERVEN BREG
LOVECH
TIRNOVO
GORNA-OREHOVITSA
GABROVO
SEVLIEVO
TROIAN
TETEVEN
BOTEVGRAD
PIRDOP
SOFIA
KNJAZEVAC
NISH
BELA PALANKA
LESKOVATS
VRANIA
DRAGOMAN
BREZNIK
TRUN
RADOMIR
PERNIK
KIUSTENDIL
DUPNITSA
SAMOKOV
KUMANOVO
KRIVA-PALANKA
KRATOVO
SKOPIE
TETOVO
GOSTIVAR
VELES
SHTIP
PRILEP
OHRID
DEBAR
KARLOVO
KAZANLUK
STARA ZAGORA
NOVA ZAGORA
PAZARDZHIK
PLOVDIV
ASENOVGRAD
HASKOVO
HARMANLI
ZLATIDOL
GORNA DZHUMAIA
BANSKO
NEVROKOP
DOSPAT
DEVIN
SMOLIAN
KURDZHALI
MOMCHILGRAD
PETRICH
SIDEROKASTRON (DEMIR HISAR)
DRAMA
XANTHE
ELENA

RESTRICTED



23°
24°
25°
26°
27°
28°
44°
43°
42°
RUMANIA
TURKEY
BLACK SEA
DANUBE RIVER
TRAIN FERRY
Medgidia
CONSTANTA
Cobadin
SILISTRA
Oltenita
Tutrakan
GIURGIU
RUSE
Ruse East
O. Chiflik
Chervena-Voda
Ruse South
KUBRAT
Vetovo
Senovo
ISPERIH
Ivanovo
Dve-Mogili
Manastiritsa
BELA
Polski-Trumbesh
P. Karavelov
Kutsina
Krusheto
RAZGRAD
Samuil
Bozhidar
T. Ikonomov (Krania)
Ruzhitsa
Kardam Frontier
Kardam
Gen. Toshev
Gen. Kolev
Pobeda
Dobrich Sever (North)
DOBRICH
Bogdanovo
Botevo
Uborishte
Vulchi Dol
BALCHIK
Kavarna
Novi Pazar
Kaspichan
Nevsha
Madara
Novgradets
Devnia
Topolite
VARNA
Provadia
Iovkovo
Gebedzhe
Dibich
R. Dimitriev
Zlokuchane
Dobrina
Mirovo
Sindel
Dubravino
Gorni Chiflik
Murna
Stara Orehovo
Dolni Chiflik
Pchelnik
BELA
SHUMEN
Hitrino
Popovo
Dralfa
Zdravets
Borisovo
Karafkata
TURGOVISHTE
Asenovo
Strazhitsa
Kesarevo
Nadarovo
Kochovo
Preslav
Tsarkrum
Vurbitsa
OMORTAG
KOTEL
Smedovo
Arkovna
Ganchovo
Duskotna
Zavet
Zaichar
P. Beron
Podvis
Lozarevo
Vulchin
Chernograd
Aitos
KARNOBAT
NESEBUR
Rudnik
Sarafovo
Solnitsite
POMORIE
Bulgarovo
D. Ezerovo
BURGAS
SOZOPOL
Sredets
Kiupria
TSAREVO
Ahtopol
MALKO TIRNOVO
Straldzha
Neichovo
SLIVEN
Straldzha
Zimnitsa
YAMBOL
Hanove
Tervel
Malomir
Boianovo
ELHOVO
TOPOLOVGRAD
Koniovo
Kermen
Tundzha
NOVA ZAGORA
Tsar Asparuh
Liubenova Mahala
Kadnevo
Gulubovo
STARA ZAGORA
Kaloianovets
Mihailovo
Dimitrievo
Merichleri
Brest
Mariino
Rakovski
ZLATIDOL
Kn. Nadezhda
Uzundzhovo
HASKOVO
HARMANLI
Liubimets
Knizhovnik
Perperek
SVILENGRAD
Ormenion
Dikaia
Marasion
EDIRNE
Karaagach
Nea Brysi
Nea Orestias
Orestias
Thyrion
PYTHION
DIMOTIKA
Labara
Soufli
KIRK KILISSE
BABAESKI
SARAI
MURATLI
CHORLU
Ivailovgrad
KURDZHALI
MOMCHILGRAD
Zlatograd
Chumerna
Gavrilovo
G. Shivachevo
Tvurditsa
Gurkovo
Dubovo
Nikolaevo
Zmeiovo
Tulovo
KAZANLUK
Dunavtsi
Sahrane
Gabarevo
Tuzha
Kalofer
Botiov
KARLOVO
Sopot
Iavorovets
Borushtitsa
Krustets
Plachkovtsi
Trevna
Tsareva-Livada
Drenovo
Sokolovo
Debelets
ELENA
GABROVO
Subotkovtsi
SEVLIEVO
TIRNOVO
Trapezitsa
LESKOVETS
Dzhuliunitsa
Kozarevets
GORNA-OREHOVITSA
Resen
Lesicheri
Mihaltsi
Pavlikeni
Butovo
LEVSKI
Letnitsa
Aleksandrovo
Doirentsi
LOVECH
TROIAN
Kamenets
Odurne
Pordim
Zgalevo
Grivitsa
PLEVEN
Pleven West
Lev
Iasen
D. Dubnik
G. Dubnik
D. Mitropolia
Telish
Podem
Komarevo
Gavren
Somovit
NIKOPOL
TURNU-MAGURELE
Corabia
Belene
Zimnicea
SVISHTOV
Oresh
Dragomirovo
Morava
CHERVEN BREG
Humata
LUKOVIT
Koinare
Brenitsa
Knezha
BELA SLATINA
Krushovitsa
Lipnitsa
OREHOVO
Bukovtsi
Karlukovo
Kunino
Roman
Strupets
Iablanitsa
TETEVEN
BOTEVGRAD
MEZDRA
Reburkovo
Cherepish
Zverino
Eliseina
Levishte
Lakatnik
Bov
Tserovo
Svoge
Rebrovo
E. Pelin
Kurilo
Kremikovtsi
Iana
Stolnik
Sarantsi
Makotsevo
PIRDOP
VRATSA
Malo Babino
Krivodol
Rakiovo
Boichinovtsi
Murchevo
FERDINAND
Borovtsi
BERKOVITSA
Gabrovnitsa
Dolno Tserovene
Medkovets
Brusartsi
Vasilovtsi
Stara Mahala
LOM
Lom South
Drenovets
Vodniantsi
Oreshets
VIDIN
KALAFAT
Vidbol
Sinagovtsi
Sratsimir
Akresh
Idrovo
Tsaribrod
Dragoil
DRAGOMAN
Slivnitsa
Peturch
Kostinbrod
Voluiak
Bozhurishte
Iliantsi
BREZNIK
Bankia
G. Bania
Vladaia
SOFIA
Poduene
Isker
Kazichene
Sredets
Novoseltsi
Milkovitsa
Vakarel
Verinsko
Ihtiman
Nemirovo
Batanovtsi
RADOMIR
PERNIK
Dragichevo
D. Rakovets
Vurba
Kondzhulitsa
Gulubnik
Bobov Dol
Delian
Shishkovtsi
KIUSTENDIL
DUPNITSA
SAMOKOV
Kostenets
Sestrimo
Belovo
Saraniovo
Boboshevo
Rila
Pastra
Rila Monastery
Barakovo
Kocherinovo
GORNA DZHUMAIA
Tsarevo-Selo
Izvorite
Orlovets
Krupnik
Tsurnik
Pirin
Sv. Vrach
G. Todorov
Kulata
PETRICH
Dova Tepe
Rodopolis (Porol)
Mandraki
Mouries
Leivadia
Thrakikon
Vyronea
SIDEROKASTRON (DEMIR HISAR)
Doirane
Kalindoia
Skotousa
Ch. Mesta
Av. Kolibi
Sv. Petka
Iakoruda
Belitsa
Razlog
Iztok
BANSKO
Ludzhane
Chepino
NEVROKOP
Panagiurishte
Strelcha
Ovche-Poltsi
Kaloianovo
Hisar
Bania
Dolna Mahala
Gol. Konare
PAZARDZHIK
Varvara
Maritsa
Krichim
Kableshkov
K. Konare
Vucha
Kozarsko
Bega
Bratsigovo
Peshtera
Batak
PLOVDIV
Filipovo
Skutare
Manole
Belozem
Orizovo
Chirpan
Krumovo
Katunitsa
Sadovo
Popovitsa
Borisovgrad
Skobelevo
Iabulkovo
ASENOVGRAD
DEVIN
DOSPAT
SMOLIAN
Ustovo
Paranestion
Platanobryse
Nikephoros
Platania
DRAMA
Neo Chorion
Stavroupolis
XANTHE
Polyanthos
Sostes
Zimes
MESTA RIVER


CONSTRUCTION
600 mm GAUGE
600 mm GAUGE PROJECTED
THE SMALL BLACK SQUARES INDICATE ON WHICH SIDE OF THE TRACKS THE STATION BUILDINGS ARE LOCATED (WITH THE POSSIBLE EXCEPTION OF SOME STATIONS IN THE OCCUPIED TERRITORIES)
MAIN ROADS DISTANCE IN MILES
7
INTERNATIONAL BOUNDARY AS OF 1939
BOUNDARY OF AREAS OCCUPIED BY BULGARIA SINCE 1939
(OFFICIAL BULGARIAN NAMES USED IN OCCUPIED YUGOSLAV TERRITORY)
0 10 20 30 40 50
MILES
0 10 20 30 40 50
KILOMETERS
43°
42°
41°
21°
22°
23°
24°
YUGOSLAVIA
ALBANIA
GREECE
AEGEAN SEA
THASOS
SAMOTRAKI
Salonika Bay
L. Ohrid
L. Prespa
Timok R.
Ogosta R.
Iskar R.
Vit R.
Osam R.
Yantra R.
Maritsa R.
Tundzha
Struma
Mesta River
Vardar River
Bregalnitsa
Nishava R.
Morava R.
Chepino
Stratsimir
Makresh
Kn. Aleksandrovo
Vodniantsi
Drenovets
Lom
Lom South
Stara Mahala
Vasilovtsi
Corabia
Bukovtsi
OREHOVO
Krushovitsa
Lipnitsa
BELA SLATINA
Knezha
Brenitsa
Koinare
BELOGRADCHIK
Oreshets
Brusartsi
Medkovets
Dolno Tserovene
Murchevo
Boichinovtsi
Rakiovo
Krivodol
Gabrovnitsa
KNJAZEVAC
FERDINAND
Borovtsi
BERKOVITSA
Malo Babino
VRATSA
Zverino
Eliseina
Levishte
Lakatnik
MEZDRA
Reburkovo
Cherepish
Strupets
CHERVEN BREG
Karlukovo
Kunino
Roman
LUKOVIT
Iablanitsa
TETEVEN
TURNU-MAGURELE
Somovit
NIKOPOL
Belene
Zimnicea
Gavren
Komarevo
Podem
D. Mitropolia
G. Dubnik
Lev
Pleven West
PLEVEN
Iasen
D. Dubnik
Telish
Grivitsa
Zgalevo
Pordim
Odurne
Kamenets
LEVSKI
Letnitsa
Aleksandrovo
Doirentsi
Humata
LOVECH
TROIAN
SEVLIEVO
GABROVO
Subotkovtsi
Ruse
RUSE
Ruse South
O. Chiflik
Chervena-Voda
Vetovo
Ivanovo
Dve-Mogili
SVISHTOV
Oresh
Dragomirovo
Morava
BELA
Manastiritsa
Polski-Trumbesh
P. Karavelov
Kutsina
Krusheto
Butovo
Pavlikeni
Mihaltsi
Lesicheri
Resen
GORNA-OREHOVITSA
Kozarevets
Strazhitsa
Kesarevo
Dzhuliunitsa
LESKOVETS
Trapezitsa
TIRNOVO
Debelets
Sokolovo
Drenovo
Tsareva-Livada
Trevna
Plachkovtsi
Krustets
Borushtitsa
ELENA
Popovo
Borisovo
Karafkata
Asenovo
OMORTAG
Dralfa
TURGO
RAZ
NISH
BELA PALANKA
Giurgovo
Stanichani
Zlatovo
Chiflik
Pirot
Ivanovtsi
Sukovo
Nishava
Tsaribrod
Dragoil
DRAGOMAN
Slivnitsa
Peturch
Kostinbrod
Bov
Tserovo
Svoge
Rebrovo
E. Pelin
Kurilo
LESKOVATS
Vlasotnitsa
Gurdelitsa
Rusulia
Predeliani
Dzheb
Momin Kamen
Vladishki Han
Lepenitsa
Priboi
VRANIA
Vranska Bania
Neradovtsi
F. M. List
Boianovtsi
Letovitsa
Preshovo
Bukorevets
Gurlitsa (Predel)
Kachanik
Shar
Tabanovtsi
Simitchievo
KUMANOVO
Romanovtsi
Gen. Lindeman
Ilinden
Miladinovtsi
TRUN
BREZNIK
Voluiak
Bozhurishte
Iliantsi
Bankia
G. Bania
Vladaia
SOFIA
Poduene
Iskar
Sredets
Kazichene
Kremikovtsi
Iana
Stolnik
Sarantsi
Makotsevo
BOTEVGRAD
PIRDOP
Batanovtsi
RADOMIR
PERNIK
Kandzhulitsa
Vurba
Dragichevo
Kalishta
Zemen
D. Rakovets
Novoseltsi
Milkovitsa
Vakarel
Verinsko
Ihtiman
Nemirovo
Bania
Dolno Selo
Ruzhdovitsa
Gulubnik
Bobov Dol
Shishkovtsi
Delian
KIUSTENDIL
Giueshevo
KRIVA-PALANKA
Stratsin
KRATOVO
DUPNITSA
SAMOKOV
Kostenets
Sestrimo
Boboshevo
Rila
Pastra
Rila Monastery
Barakovo
Kocherinovo
Belovo
Saranlovo
Panagiurishte
Strelcha
Ovche-Poltsi
Kaloianovo
Gol. Konare
PAZARDZHIK
Varvara
Maritsa
Krichim
Sopot
KARLOVO
Botiov
Kalofer
Tuzha
Gabarevo
Sahrane
Dunavtsi
KAZANLUK
Hisar
Bania
Dolno Mahala
Filipovo
Skutare
Manole
Belozem
Orizovo
Chirpan
PLOVDIV
Kableshkov
K. Konare
Vucha
Kozarsko
Bega
Bratsigovo
Batak
Krumovo
Katunitsa
Sadovo
Popovitsa
Borisovgrad
Skobelevo
Iabulkovo
ASENOVGRAD
Peshtera
Tulovo
Zmeiovo
STARA ZAGORA
Tsar Asparuh
NOVA ZAGORA
Koniovo
Kermen
Tundzha
Nikolaevo
Dubovo
Gurkovo
Tvurditsa
G. Shivachevo
Chumerna
Gavrilovo
SLIVEN
Kaloianovets
Liubenova Mahala
Kadnevo
Mihailovo
Dimitrievo
Merichleri
Brest
Mariina
Rakovski
Gulubovo
TOPOLOVGRAD
Kn. Nadezhda
ZLATIDOL
HARMANLI
HASKOVO
Uzundzhovo
Knizhovnik
Liubimets
SVILENGRAD
Perperek
KURDZHALI
MOMCHILGRAD
Ormenion
Dikaia
Marasia
Nea Or
Ivailovgrad
Terve
Mala
Bla
Sen
TETOVO
Vulchevo
Goricheve
SKOPIE
Gen. Zhekov
Mara Buneva
Novo Selo
Laskartsi
Semenitsa
Glumovo
Gen. Zhostov
Strelkovo
Drachevo
T. Davidov
Zelenikovo
Pchinia
R. Zhinzifov
VELES
GOSTIVAR
Matovtsi
T. Aleksandrov
Ortse
Ovche-Pole
Krushevtsi
Sokolartsi
Obleshevo
Kochani
Balavan
Krivi-Dol
SHTIP
Tsarevo-Selo
Izvorite
Orlovets
Krupnik
Razlog
Iztok
BANSKO
Belitsa
Iakoruda
Ch. Mesta
Av. Kalibi
Sv. Petka
Ludzhane
GORNA DZHUMAIA
Tsurnik
Pirin
Babuntsi
Kirkovo
Bogomila
Sogle
Chashka
Polk. Drangov
Gradsko
Kukurichani
Krivolak
Negotin
Starigrad
Tehovo
Kleimann
Martolets
Srbica
Kichevo
Krali Marko
Izvor
Godivje
Slepche
Brailovo
Senokos
Mazhurishte
Botun
Galichani
Struga
Meshevishte
OHRID
DEBAR
PRILEP
Pere Toshev
Dame Gruev
P. Sugarev
BITOLIA
Zhabliani
Kremenitsa
FLORINA (LERIN)
EDESSA (VODEN)
Ag. Athanasios
VERRIA
Aiginion
Koulindros
SALONIKA
Kavadartsi
Dubrovo
Bistrenitsa
Demir Kapia
Klisura
Udovo
Mirovtsi
Miletkovo
Smokvitsa
Predezhi
Gevgeli
Eidomene
Polikastron
Goumenissa
Limnotopos
Asprou
Kastanas
Gephyra
Anhialos
Doiran
Doirane
Kalindoia
Khersos
Metalliko
KILKIS (KUKUSH)
Pedinos
Gallikos
Philadelphia
Sradempori on
Lakhanokepos
Nea Magnesia
Sarakli
Strumitsa
PETRICH
Sv. Vrach
NEVROKOP
G. Todorov
Kulata
Dova Tepe
Rodopolis (Poroi)
Mandraki
Vyronea
Mouries
Leivadia
Thrakikon
SIDEROKASTRON (DEMIR HISAR)
Skotousa
SERRES
N. Skopos
Khrysos
Toumba
Pedelinos
Tholos
Gazoros
Angista
Dimitra
Myrkinos
Amphipolis
Eion
Stavros
DEVIN
DOSPAT
SMOLIAN
Ustovo
Zlatograd
Paranestion
Platanobryse
Nikephoros
Platania
Adriane
Argos
Photoleibos
DRAMA
KAVALA
Neo Chorion
Stavropolis
Livera
Kromnikon
Toxotai
XANTHE (KSANTI)
Kimmeria
Seleron
Polysitos
Iasmos
Polyanthos
Sostes
GIUMIURDZHINA (KOMOTINI)
Porto Lagos
Venna
Mesta
Sikaragi
Lignitorikhion
Krobyle
Kirke
Potamos
DEDEAGACH (BORISGRAD)
Loutra
Pherrai
Peplos
Tychion
Laina
Soufli
Labara
DIMOT
69
45
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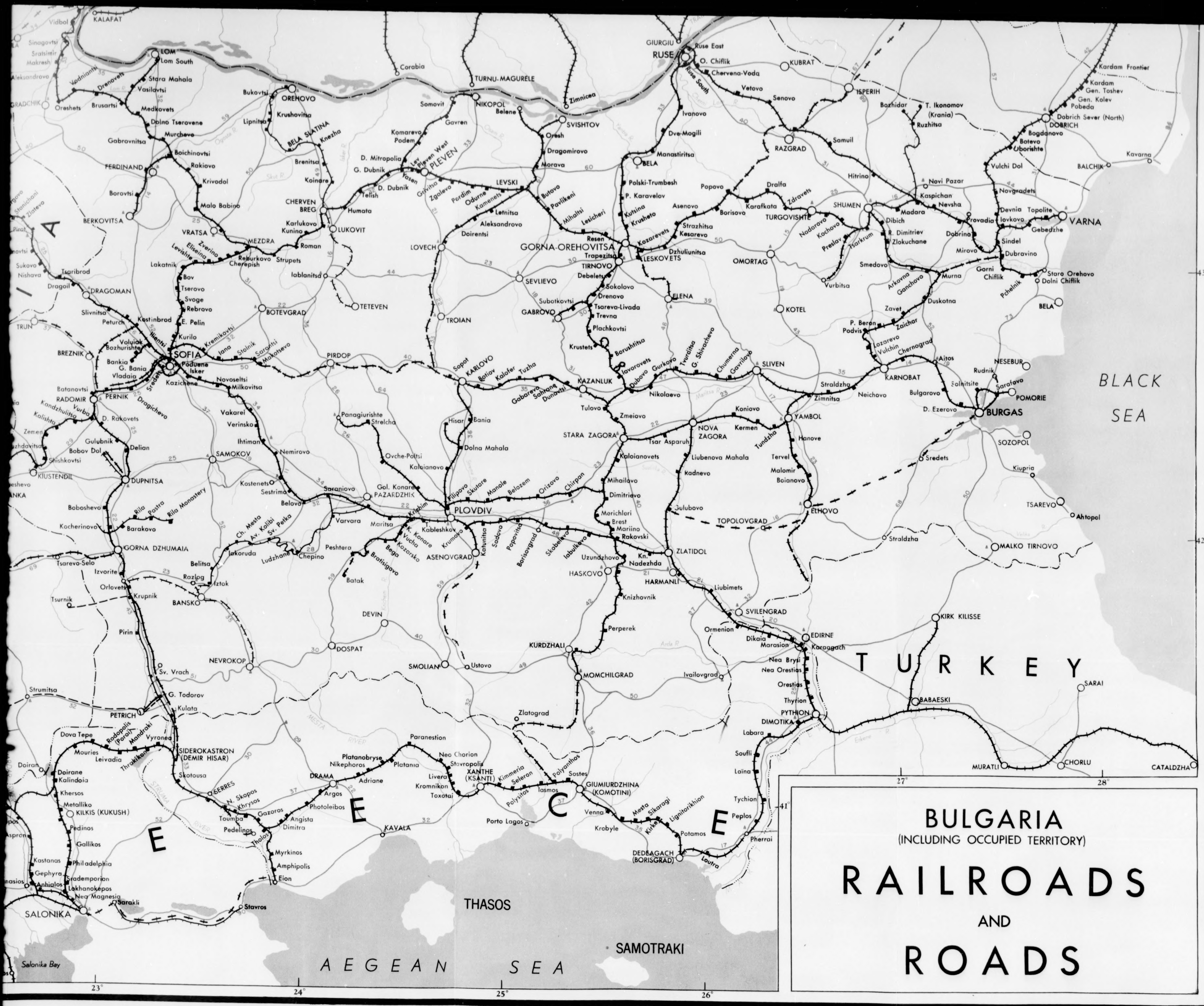
MAP NO. 1479 FEBRUARY 4, 1943


KALAFAT
Vidbol
LOM
Lom South
Stara Mahala
Vasilovtsi
Medkovets
Dolno Tserovene
Murchevo
Boichinovtsi
Gabrovnitsa
FERDINAND
Rakovo
Krivodol
Borovtsi
BERKOVITSA
Malo Babino
VRATSA
MEZDRA
Zverino
Eliseina
Levishte
Reburkovo
Cherepish
Lakatnik
Bov
Tserovo
Svoge
Rebrovo
E. Pelin
Kurilo
Kostinbrod
DRAGOMAN
Dragoil
Tsaribrod
Slivnitsa
Peturch
TRUN
BREZNIK
Volyiak
Bozhurishte
Bankia
G. Bania
Vladaia
SOFIA
Poduene
Isker
Kazichene
Novoseltsi
Milkovitsa
Kremikovtsi
Iana
Stolnik
Saranitsi
Makotsevo
Batanovtsi
RADOMIR
PERNIK
D. Rakovets
Dragichevo
Zemen
Gulubnik
Bobov Dol
Delian
Shishkovtsi
KIUSTENDIL
DUPNITSA
SAMOKOV
Vakarel
Verinsko
Ihtiman
Nemirovo
Kostenets
Sestrimo
Belovo
Boboshevo
Kocherinovo
Rila
Pastra
Rila Monastery
Barakovo
GORNA DZHUMAIA
Tsarevo-Selo
Izvorite
Orlovets
Krupnik
Tsurnik
Pirin
Belitsa
Iakoruda
Razlog
Iztok
BANSKO
Ch. Mesta
Av. Kolibi
Sv. Petka
Ludzhane
Chepino
NEVROKOP
Sv. Vrach
G. Todorov
Kulata
Strumitsa
PETRICH
Dova Tepe
Rodopolis (Poroi)
Mandraki
Vyronea
Mouries
Leivadia
Thrakikon
SIDEROKASTRON (DEMIR HISAR)
Skotousa
Doirane
Kalindoia
Khersos
Metalliko
KILKIS (KUKUSH)
Pedinos
Gallikos
Philadelphia
Kastanas
Gephyra
Anhialos
Sindemporion
Lakhanokepos
Nea Magnesia
Sarakli
SALONIKA
Salonika Bay
SERRES
N. Skopos
Khrysos
Toumba
Pedelinos
Tholos
Gazoros
Angista
Dimitra
Myrkinos
Amphipolis
Eion
Stavros
DRAMA
Argos
Photoleibos
Adriane
Nikephoros
Platanobryse
Platania
Paranestion
KAVALA
Neo Chorion
Stavropolis
Livera
Kromnikon
Toxotai
XANTHE (KSANTI)
Kimmeria
Seleron
Polystylos
Iasmos
Polyanthos
Sostes
Porto Lagos
GIUMIURDZHINA (KOMOTINI)
Venna
Krobyle
Mesta
Sikaragi
Kirke
Lignitorikhion
Potamos
DEDEAGACH (BORISGRAD)
Loutra
Pherrai
Peplos
Tychion
Laina
Soufli
Labara
DIMOTIKA
PYTHON
Thyrion
Orestias
Nea Orestias
Nea Brysi
Marasion
Dikaia
Ormenion
EDIRNE
Karaagach
Ivailovgrad
SVILENGRAD
Liubimets
HARMANLI
Kn. Nadezhda
HASKOVO
Uzundzhovo
Knizhnovik
Perperek
KURDZHALI
MOMCHILGRAD
Zlatograd
SMOLIAN
Ustovo
DEVIN
DOSPAT
Batak
Peshtera
Bratsigovo
Bega
Kozarsko
Vucha
K. Konare
Kableshkov
Krumovo
ASENOVGRAD
Katunitsa
Sadovo
Popovitsa
Borisovgrad
Skobelevo
Iabulkovo
Rakovski
Mariino
Brest
Merichleri
Dimitrievo
Mihailovo
Kaloianovets
Varvara
Maritsa
Krichim
PLOVDIV
Filipovo
Skutare
Manole
Belozem
Orizovo
Chirpan
Saraniovo
Gol. Konare
PAZARDZHIK
Ovche-Poltsi
Kaloianovo
Panagiurishte
Strelcha
Dolna Mahala
Hisar
Bania
STARA ZAGORA
Tsar Asparuh
NOVA ZAGORA
Liubenova Mahala
Kadnevo
Gulubovo
TOPOLOVGRAD
ZLATIDOL
Koniovo
Kermen
Tundzha
YAMBOL
Hanove
Tervel
Malomir
Boianovo
ELHOVO
Straldzha
MALKO TIRNOVO
KIRK KILISSE
TURKEY
BABAESKI
SARAI
MURATLI
CHORLU
CATALDZHA
Zmeiovo
Tulovo
KAZANLUK
Dunavtsi
Sahrane
Gabarevo
Tuzha
Kalofer
Boliov
KARLOVO
Sopot
PIRDOP
BOTEVGRAD
TETEVEN
Iablanitsa
TROIAN
LOVECH
LUKOVIT
Roman
Strupets
Karlukovo
Kunino
CHERVEN BREG
Humata
Telish
D. Dubnik
G. Dubnik
D. Mitropolia
Koinare
Brenitsa
BELA SLATINA
Knezha
Krushovitsa
Lipnitsa
OREHOVO
Bukovtsi
Oreshets
Brusartsi
Drenovets
Vednianta
Sinagovtsi
Makresh
Aleksandrovo
Corabia
TURNU-MAGURELE
Somovit
NIKOPOL
Belene
Gavren
Komarevo
Podem
Lev
Pleven West
PLEVEN
Yasen
Grivitsa
Zgalevo
Pordim
Odurne
Kamenets
LEVSKI
Letnitsa
Aleksandrovo
Doirentsi
Butovo
Pavlikeni
Mihaltsi
Lesicheri
Resen
SVISHTOV
Zimnicea
Oresh
Dragomirovo
Morava
GORNA-OREHOVITSA
Trapezitsa
TIRNOVO
Debelets
Sokolovo
Drenovo
Tsareva-Livada
Trevna
Plachkovtsi
GABROVO
Subotkovtsi
SEVLIEVO
Krustets
Borushtitsa
Iavorovets
Dubovo
Gurkovo
Tvurditsa
G. Shivachevo
Chumerna
Gavrilovo
Nikolaevo
SLIVEN
Straldzha
Zimnitsa
Neichovo
KARNOBAT
Bulgarovo
D. Ezerovo
BURGAS
Aitos
Chernograd
Vulchin
Lozarevo
Podvis
P. Beron
Zaichar
Zavet
Duskotna
Ganchovo
Arkovna
Murna
Smedovo
Vurbitsa
KOTEL
ELENA
LESKOVETS
Dzhuliunitsa
Kozarevets
Kesarevo
Strazhitsa
Krusheto
Kutsina
P. Karavelov
Polski-Trumbesh
BELA
Manastiritsa
Dve-Mogili
Ivanovo
Ruse South
RUSE
GIURGIU
Ruse East
O. Chiflik
Chervena-Voda
Vetovo
Senovo
KUBRAT
RAZGRAD
Samuil
Popovo
Asenovo
Borisovo
Karafkata
Dralfa
Zdravets
TURGOVISHTE
Nadarovo
Kochovo
Preslav
Tarkrum
SHUMEN
Dibich
R. Dimitriev
Zlokuchane
OMORTAG
ISPERIH
Hitrino
Bozhidar
T. Ikonomov (Krania)
Ruzhitsa
Navi Pazar
Kaspichan
Madara
Nevsha
Provadia
Devnia
Novgradets
Iovkovo
Topolite
Gebedzhe
VARNA
Dobrina
Sindel
Dubravino
Mirovo
Gorni Chiflik
Staro Orehovo
Dolni Chiflik
Pchelnik
BELA
Vulchi Dol
BALCHIK
Kavarna
DOBRICH
Dobrich Sever (North)
Bogdanovo
Botevo
Uborishte
Kardam Frontier
Kardam
Gen. Toshev
Gen. Kolev
Pobeda
NESEBUR
Rudnik
Solnitsite
Sarafovo
POMORIE
SOZOPOL
Sredets
Kiupria
TSAREVO
Ahtopol
BLACK SEA
AEGEAN SEA
THASOS
SAMOTRAKI
E
E
C
E
MESTA RIVER
STRUMA RIVER
Arda R.
Maritsa R.
43°
42°
41°
23°
24°
25°
26°
27°
28°

BULGARIA
(INCLUDING OCCUPIED TERRITORY)

RAILROADS
AND
ROADS

REPRODUCED BY THE OSS REPRO. SECTION

COMPILED AND DRAWN IN THE BRANCH OF RESEARCH AND ANALYSIS, OSS

34. Railroads

The railway net in 1940 consisted of 1,941 miles of standard-gauge single-track lines, 1,890 miles belonging to the State; and 271 miles of narrow-gauge lines (128 miles of 2 ft. 6 in. gauge and 143 miles of 2 ft. gauge). 144/ These standard-gauge totals do not include about 41.6 miles gained from Rumania in South Dobrudja; 145/ 82.7 miles of the new Shumen-Karnobat line; and about 47 miles of the Makotsevo-Sopot section of the Sofia-Karlovo-Burgas line, which, if not yet opened to traffic, must be nearing completion. Gauge conversion, proceeding south of Gorna Dzhumaia on the Struma valley line, has reached beyond Krupnik. In addition, a number of short, standard-gauge spurs are under construction. Since June, 1941, intensive work has been reported on those border lines which, for political reasons, previously had not been linked up with the Greek and Yugoslav railways, namely, Gueshevo-Kumanovo, Gorna Dzhumaia-Kochane, Kulata-Siderocastro (2 ft. gauge), and Momchilgrad-Komotini. (See map of railways, Fig. 7) A new line connecting Pernik with Kostinbrod, by-passing Sofia (37 mi.) is under construction. 145a/ The adjacent sections of the Greek and Yugoslav lines are now under Bulgarian operation. 146/ A railroad ferry with one boat now connects the Ruse railhead on the Danube with Giurgiu (Rumania), and a similar ferry is planned between Vidin and Kalafat. 147/

Main lines. The hub of the Bulgarian railway network is Sofia. The Gorna Orekhovitsa and Plovdiv junctions are next in importance. Trunk or main lines of the Bulgarian railway system are Dragoman-Sofia-Svilengrad (224 miles), Sofia-Varna (336 miles--the longest line in Bulgaria), Ruse-Stara Zagora (163 miles), Plovdiv-Burgas (183 miles), Mezdra-Lom (73 miles), and Sofia-Dupnitsa (55 miles) 148/--

now extended about 21 miles to Gorna Dzhumaia and possibly another 10 miles to Simitli). The new Shumen-Karnobat line (82.7 miles) may also be considered a trunk line, as well as the new, direct, "Sub-Balkan" route connecting Sofia and Burgas via Karlovo-Tulovo-Dubovo and Zimnitsa. 149/ A projected line from Asparukhovo to Sindel will greatly shorten the distance between Sofia and Varna. Traffic on the Oborishte line has undoubtedly increased since the reannexation of South Dobrudja.

The following deficiencies characterize the Bulgarian railway system: a relatively large per cent of steep grades and sharp curves, and a large number of tunnels, bridges and other engineering works. They seriously limit the speed and number of trains, particularly on the two lines across the Balkan mountains. The new Shumen-Karnobat line, which avoids grades and tunnels, is designed to carry the bulk of heavy freight traffic between Ruse, Varna, Burgas, and the rest of the country. 150/

In 1937, 27.54 per cent of the total trackage was horizontal, 27.66 per cent had up to 5:1,000 gradients, 17.82 per cent, 5:1,000 to 10:1,000, and 26.98 per cent 10:1,000 to 25:1,000; 65.42 per cent of the trackage was straight, 16.10 per cent consisted of curves 1,640 ft. or more in radius, and 19.48 per cent consisted of curves with radii less than 1,640 ft. The smallest radius used on Bulgarian normal gauge lines is 984 ft. With respect to curves and grades, the worst line is the Ruse-Stara Zagora, and the most saitsfactory is the Plovdiv-Burgas line. 151/

Roadbed. All Bulgarian railways are single-track, but it is reported that the Sofia-Pernik section is being double-tracked. 152/ Ninety per cent of the ties are of oak and beech. The roadbed averages 14 in. in thickness. Rails weigh between 62.5 and 82.5 pounds per yard. In 1937, for 1,808 miles of standard-gauge lines there were 276 stations, averaging 6.5 miles apart, most of them at a distance from the settlements which they serve. Length of station area is generally 550 yards.

In 1936 (1,771 miles of standard-gauge track), there were 80 tunnels,(total length 11.662 miles), and 1,485 bridges (352 stone or reinforced concrete, 1,110 iron or steel, 23 wood, total length, 8.445 miles). 153/

Equipment. At the beginning of 1938, there were 480 steam locomotives, for standard-gauge, of which 133 were freight and 142 switch engines. Some 213 were capable of speeds between 37 and 56 m.p.h. 154/ Diesel locomotives were just coming into use. The 2 ft. 6 in. gauge lines had 17, the 2 ft. gauge lines 162 engines. There are no electrified lines in Bulgaria. Standard-gauge passenger cars numbered 558 (miscellaneous 39); freight cars 9,783 (miscellaneous 7). The total capacity of narrow-gauge freight cars (1,284) was 155,000 tons. Condition of locomotives was unsatisfactory because of inadequacy of locomotive sheds. The principal sheds were at the main junction points: Sofia, Plovdiv and Gorna Orekhovitsa, and at Varna and Ruse. The number of passenger cars was insufficient, especially during the summer, nor could an adequate number of passenger or freight cars be rented from abroad. For rails, locomotives, signaling and similar railway equipment, the larger steel bridges and most rolling stock (except a few freight cars) Bulgaria is dependent on importations. 155/ The general condition of the rolling stock is "fair." The 80 locomotives and 4,000 passenger and freight cars received from Yugoslavia in 1941 were in poor condition. 156/

Signaling facilities are limited. The only completely automatic system is between Sofia, Kurilo and Mezdra on the Sofia-Varna line. A total of 72 railroad stations had automatic signals in 1938. 157/ There are few under-passes, but crossings are guarded. Bell warnings operate at main crossings, and barriers, also very scarce, are generally operated by hand.

An automatic telephone dispatching system with centers at Sofia, Plovdiv, Gorna Orekhovitsa and Mezdra has been operating since 1936. 158/

Capacity. Because of the deficiencies outlined above, the average speed of "fast" passenger trains in 1937 was only 24.8 m.p.h. and 20 m.p.h. for ordinary trains. Average speed of freight trains between Plovdiv and Sofia was 11.8 m.p.h. for fast freight and 8.1 m.p.h. for ordinary. The best time was made by the fast freights between Gorna Orekhovitsa and Sofia, 14.3 m.p.h. The average composition of all trains was 30.2 axles (2 or more axles per car); of "fast" passenger trains, 22.3 axles and freight 49.9. 159/ The number of passenger and freight trains per year and average per day on all Bulgarian lines in 1937 is shown in the chart, Fig. 8.

In 1937 the total number of passengers carried was 10,819,000; total freight 4,691,000 net tons. Corresponding figures for 1940 are 13,880,600 passengers and 7,237,000 tons (number of carloads, 456,300). The first half of 1941 showed a further increase in carloadings and total freight, with some decline in passenger traffic. Since the German occupation the volume of north-south traffic has outstripped east-west traffic. 160/

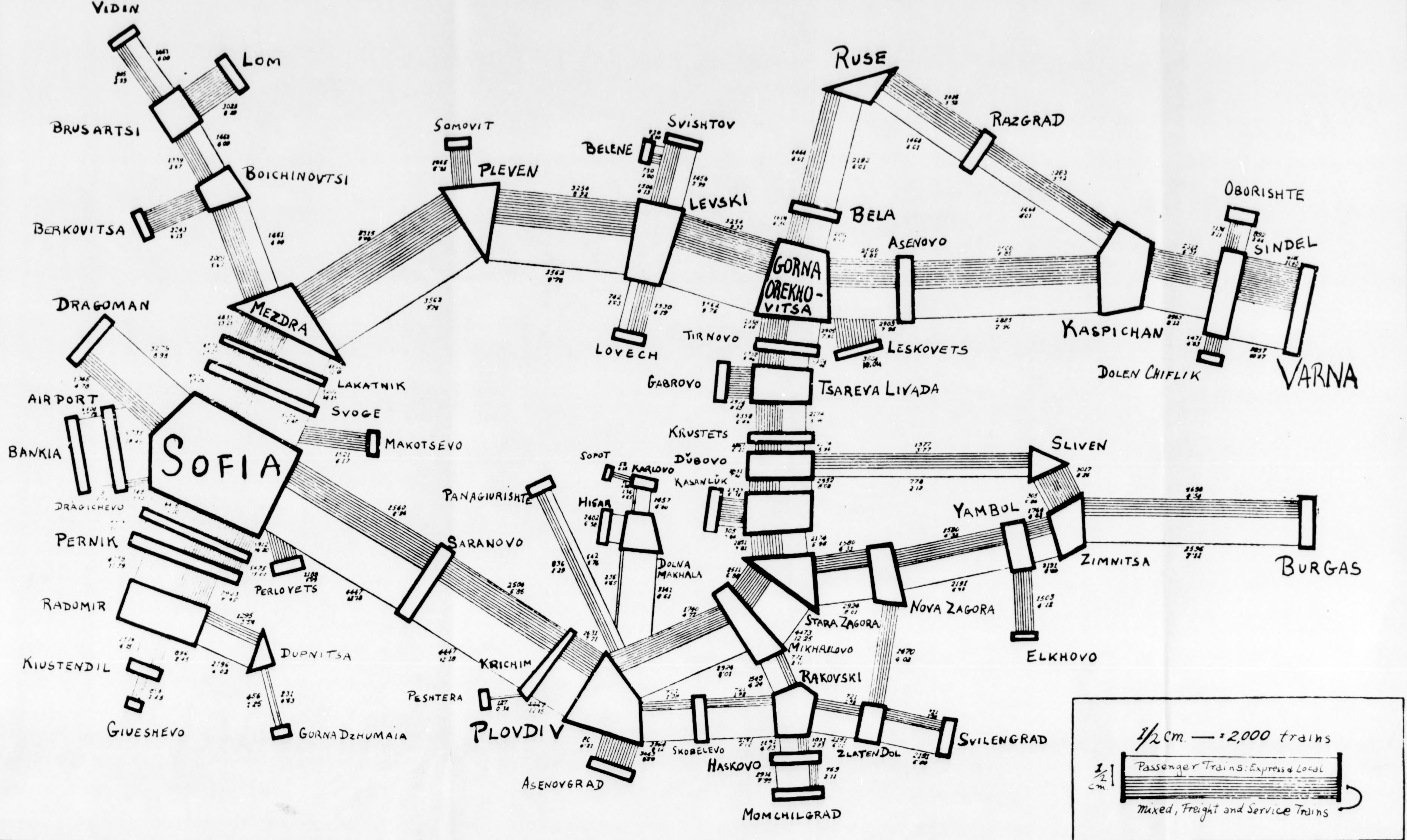
Due to its large size, the following document has been filmed in segments. The order of the segments is as follows: left to right, top to bottom.

Due to its large size, the following document has been filmed in segments. The order of the segments is as follows: left to right, top to bottom.

Fig 8

PASSENGER AND FREIGHT TRAIN TRAFFIC ON BULGARIAN RAILWAYS IN 1937

Example:
2026 - total trains in both directions per year
5.52 - daily average


VIDIN
LOM
BRUSARTSI
BOICHINOVTSI
BERKOVITSA
SOMOVIT
PLEVEN
MEZDRA
DRAGOMAN
AIRPORT
BANKIA
SOFIA
LAKATNIK
SVOGE
MAKOTSEVO
DRAGICHEVO
PERNIK
PERLOVETS
RADOMIR
DUPNITSA
KIUSTENDIL
GIUESHEVO
GORNA DZHUMAIA
BELENE
SVISHTOV
LEVSKI
LOVECH
RUSE
RAZGRAD
BELA
GORNA OREKHOVITSA
ASENOVO
TIRNOVO
LESKOVETS
GABROVO
TSAREVA LIVADA
KRUSTETS
DUBOVO
KASANLUK
SOPOT
KARLOVO
HISAR
PANAGIURISHTE
DOLNA MAKHALA
SARANOVO
KRICHIM
PESHTERA
PLOVDIV
ASENOVGRAD
SKOBELEVO
HASKOVO
MOMCHILGRAD
RAKOVSKI
MIKHAILOVO
STARA ZAGORA
NOVA ZAGORA
ZLATEN DOL
SVILENGRAD
YAMBOL
ZIMNITSA
ELKHOVO
SLIVEN
BURGAS
OBORISHTE
SINDEL
KASPICHAN
DOLEN CHIFLIK
VARNA
1/2 cm. — = 2,000 trains
1/2 cm
Passenger Trains: Express & Local
Mixed, Freight and Service Trains

35. Roads

General As of January 1, 1940, there were 12,800 miles of metalled roads and a large number of soft surface roads of little military value. The metalled roads are divided as follows:

	Miles		Miles
Waterbound macadam	12,425	Cement gravel	6.8
Granite block paving	310	Bituminous concrete	6.2
Cement concrete	50	Block brick roads	1.2

An additional 6,800 miles were reported under construction or projected. 161/ Even the best highways are not equal to third-class roads in the U.S.A. They are always rough and dusty or muddy. 50 per cent are passable by vehicles at a speed of 20-30 m.p.h., and over, while the rest may be traveled at an average speed of 13 m.p.h. 162/

Sign posts and road markers are inadequate. During the German march into Bulgaria in 1931 German sign posts were put up. Distances are marked at each kilometer and 100 meters by hewn stones. Railroad crossings with barriers are few. However, crossings are usually guarded by a watchman or bell warning signals.

Construction Most of Bulgaria's main roads are made of large stones covered with crushed rock, then gravel, and sand. Planning and supervision is under the Ministry of Public Works. Roads which connect chief towns or run to railways, ports and strategic points, are generally 23 to 33 feet wide between ditches, with only 13 to 20 feet metalled. Communal roads are 13 to 26 feet wide with 8 to 16 feet metalled. Rain hinders traffic on even the best roads. 163/ Road-building materials are abundant everywhere. Road-building equipment in January, 1941, consisted of 350 steam or gasoline rollers, 25 stone crushers, 11 compressed air boring machines, 10 tractor graders, 100 trucks and 1 motor springling machine. 164/

The present road construction situation is determined by the German occupation and the acquisition by Bulgaria of new territories. Roads connecting new and old lands have been improved and widened with the help of conscript (trudovak) labor and German engineers to accommodate 30-ton tanks.

Classification The Bulgarian government distinguishes four classes of roads: 165/

Class	Widths Total Roadway (in ft.)	Paved Portion (in ft.)	Roadway & Drain (in ft.)	Maximum Gradient	Minimum Radius (in ft.)	Minimum Distance Betwee Curves (in ft
Main	29.5	19.6	39.3	1:16	164	98.5
1st Class	26.2	16.4	36.1	1:16	164	98.5
2nd Class	22.9	13.1	32.8	1:14	98.5	65.5
3rd Class	19.6-22.9	13.1	27.5	1:14	65.5	65.5

There were 628 road maintenance stations in 1940.

Bridges The road network in 1940 had 42,582 bridges and culverts of which 34,283 were conduit tunnels. 166/ Accordin to law their minimum width was as follow:

1. One-arch bridges (culverts) with span of 6.5 ft. or less--must be at least same width as road.
2. Bridges on mountain and light traffic roads--11.8 ft. between parapets, 9.8 ft. roadbed.
3. Bridges on roads with medium or heavy traffic of carts, motor cars or agricultural machinery and light traffic of heavy trucks--16.4 ft. between parapets, 14.4 ft. roadbed.
4. Bridges with heavy traffic of all types--18.3 ft. between parapets, 16.4 ft. roadbed.

Principal roads The highway network is determined largely by mountains and mountain passes, and generally follows the railways. The road map, Fig. 9 shows the principal roads and highways. The principal east-west roads are:

1) Sofia-Adrianople (199 miles). Road is level and straight except from Sofia (Novi Han village) to Pázardzhik (Vetren village). Portions of this

(760.)

highway east of Sofia, and between Pazardzhik and Plovdiv, were paved in concrete during 1938-1939 by a British company. Kept in good condition. Metalled.

2. Sofia-Varna (275.9 miles). The Orkhanie Pass and the Lovech-Tirnovo stretch are difficult in winter and in wet weather. The road is not always well kept up. Metalled. Plans were being made to pave the portions north of the Balkan Mountains in November, 1941. 166a/

3. Sofia-Gueshovo (56.6 miles). Important as military road to former Yugoslav frontier and Kumanovo; only good road into southwest Bulgaria (Kiustendil).

4. Kiustendil-Dupnitsa (24.9 miles)-Samokov (52.9 mile Kostenets (71.5 miles)-Pazardzhik (104.4 miles). Important military road. Second class between Dupnitsa and Pazardzhik but being improved; kept in good condition. Stretch along Maritsa river from Kostenets to Saranovo has many sharp curves and bridges exposed to mountain torrents. Samokov-Kostenets section very steep in places. Metalled.

5. Gorna-Dzhumaia-Bansko (Razlog)-Nevrokop-Devin - Smolian-Kurdzhali route. Much of it exceedingly difficult in bad weather, but only road close to former Greek frontier.

6. Plovdiv-Burgas (166 miles). Level, wide, well kept but dusty. Metalled.

7. Sofia-Karlovo-Sliven-Burgas (241 miles). Shortest route from Sofia to Burgas, carries heavy bus traffic. Between Sofia and Kazanluk 3 hills are crossed with steep grades and hairpin curves. Washouts dangerous.

8. Ruse-Varna (129 miles). Very good condition. Metalled.

The tendency of Bulgarian road building has been to repair the east-west roads and concentrate new building on north-south roads.

The principal north-south roads are:

1. Lom-Sofia (93.3 miles). Joined at Ferdinand by a highway from Vidin (80.8 miles). Through the Ginski pass the road is steep, narrow and often impassable in winter (even with chains) and after rainstorms. Metalled. The Sofia-Vratsa portion was to be paved with concrete 29.5 ft. wide. 166b/

2. Sofia-Dupnitsa-Kulata-Greek frontier. (105.7 miles) Regular bus route to Salonika. Mountainous road and quite rough. Metalled. Many new bridges.

3. Ruse-Tirnovo-Shipka Pass -Stara Zagora-Komotini (Greece) (303 miles). Good from Ruse to Haskovo; remainder passes through difficult terrain, but has probably been improved for military use. An alternate is

Stara Zagora-Plovdiv--Assenovgrad-Smolian-Xanthi (Greece). Recently repaired, but narrow.

4. Lukovit-Orekhovo (54.7 miles), Pleven-Nikopol (31.1 miles) and Bulgarene-Svishtov (20.5 miles) connect the Sofia-Ruse line with the Danube. They have virtually no local traffic, but have been kept in excellent condition for military purposes. 167/

5. Balchik-Varna-Burgas-Tsarevo: (112 miles). Coastal road from Balchik to Varna (26 miles) the average width is 16 ft., metalled to St. Constantine and asphalt to Varna. Passable in all weather. Two bridges (5-ton maximum load) near Balchik. Except for a 9-mile section, 27 miles north of Burgas, the 40-mile stretch from Varna to Burgas is metalled. The bad section is impassable in wet weather. An alternate road further inland, through Provadia and Aitos, is better. 168/ The Burgas-Tsarevo road is unmetalled and very poor except to a point 6.2 miles southeast of Burgas, where fortifications and a new port are being built.

Road transportation Since May, 1941, all private motor transport has been stopped by decree and taxi and bus service limited. Most motorcycles and cars have been requisitioned for the army. 169/

There are an estimated 4,500 passenger automobiles in Bulgaria, mostly American makes (particularly Ford) of models prior to 1936. Newer cars are German (Steyr, Austro-Daimler, and Opel) or Italian (Fiat). American cars are preferred because they are higher slung and can stand the rough roads. About half of the cars are in Sofia.

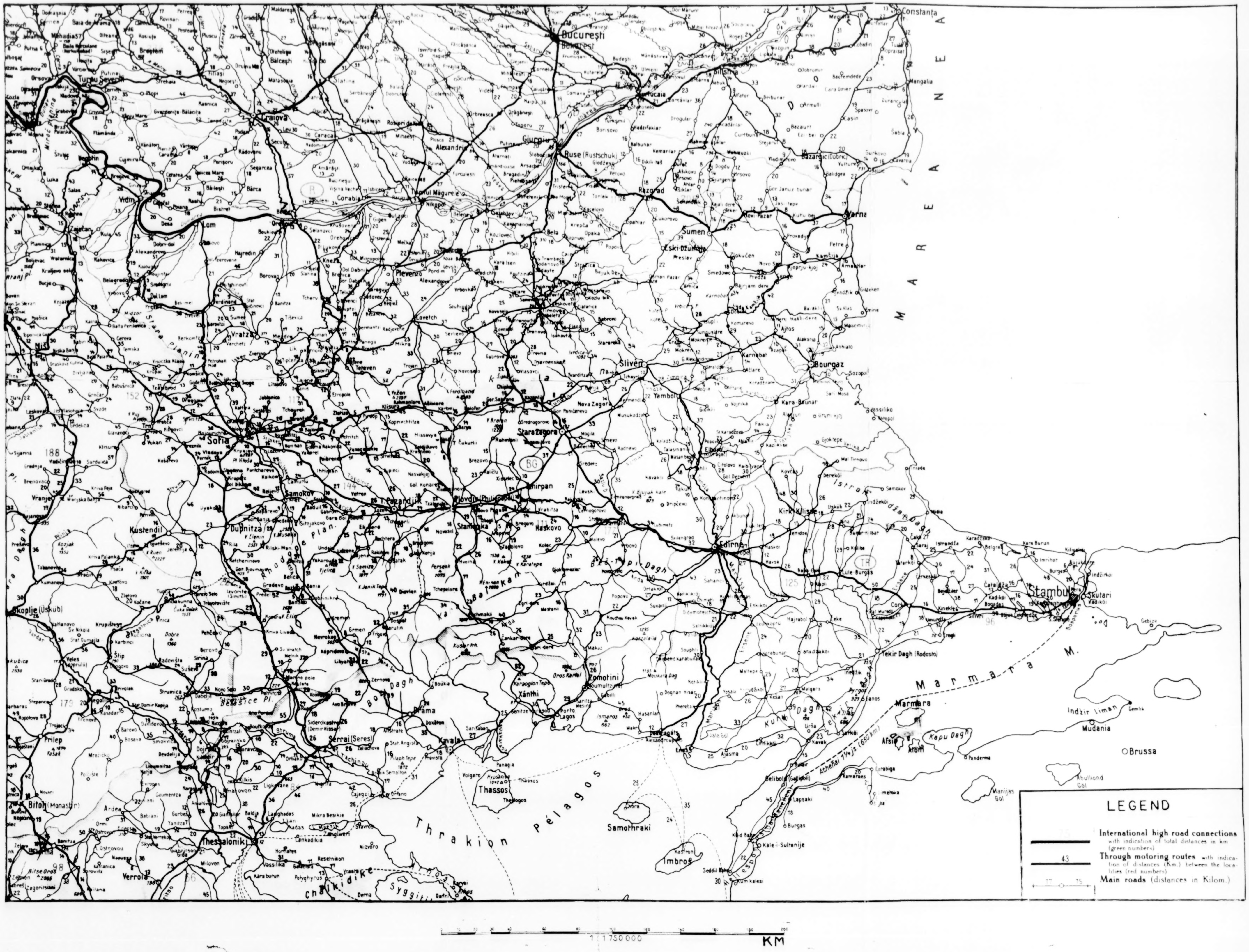
Busses number over 1,200, most of these being converted American passenger cars. Diesel busses operate in Sofia. In 1940 there were 3,000 trucks, German and American. Motorcycles in 1938 numbered 1,450, divided equally among German, British and American makes. In 1934 there were 10,328 bicycles. 170/

Repair facilities and gas stations are limited to larger cities. In villages and towns gasoline is sold in 5-gallon cans. Large garages are reported in Plovdiv and Stara Zagora, probably military. There are 32 large garages in Sofia. 171/ Parts for most makes of cars are available at

Due to its large size, the following document has been filmed in segments. The order of the segments is as follows: left to right, top to bottom.

FIGURE 9

BULGARIA——ROADS and HIGHWAYS


LEGEND
International high road connections with indication of total distances in km (green numbers)
43
Through motoring routes with indication of distances (Km.) between the localities (red numbers)
17
15
Main roads (distances in Kilom.)
1:1 750 000
KM
Sofia
Bucureşti Bukarest
Stambul
Thessaloniki
Mare Nea
Marmara M.
Thrakion Pélagos

agencies in the cities, except for recent American models.

Bus lines In 1941 there were 340 bus lines, 261 of which are said to have covered regular routes totaling 6,464 miles and carried 3,912,383 passengers in the first 9 months of that year. Bus lines complement rather than compete with railroads. 172/

Most bus lines are local. Principal long distance lines start from Sofia and run to Gorna Dzhumaia, Skopie, Kulata (Petrich), Saloniki, Razlog, Nevrokop, Vratsa, Samokov, Karlovo, and Kazanluk; other important lines are Burgas-Varna and Tirnovo-Sevlievo-Troian. 173/

The bulk of Bulgarian transportation is still by horse-, ox-, or water-buffalo-drawn vehicles, of which there are over 750,000.

36. Shipping and ports

a. Maritime. Varna and Burgas are the only adequate ports. Some of the lesser ports are Nesebur, Pomorie, Sozopol, Tsarevo, Akhtopol. Balchik and Kavarna were added with South Dobrudja. In addition, Bulgaria occupies the former Greek Agean ports of Dedeagach, Porto Lagos and Kavalla.

In February, 1941, the merchant marine, all government-owned, totalled 7 ships (23,281 gross tons) ranging from 600 to 3,800 tons; since then 3 (9,283 tons) have been sunk. As Germans and Italians use the Bulgarian flag to send ships through the Dardanelles, the size of the Bulgarian fleet fluctuates. 174/

In 1940 there were also several German ships, totalling 8,101 tons, confined to the Black Sea and operated by Bulgaria. 175/ All Bulgarian ships are built abroad. In 1940 ten 500-ton and three 3,000-ton freighters and two passenger ships were reported under construction for Bulgarian accou

In addition to the sea-going fleet, several Danube river craft, including motor-driven barges and three large tugs, call at Black Sea ports. There are also many sailing vessels, lighters and motor barges, especially at Varna and Burgas, , capable of transporting 150 to 200 persons each. Over 100 more were reported under construction. 176/

Total cargo loaded in Black Sea ports in 1939 was 373,453 tons, consisting primarily of grain, tobacco, livestock and other agricultural products. Discharged cargo was 240,267 tons, largely manufactured goods, cotton, and oil intransit. For shipping figures by ports see Appendix, Table No. 15a.

Burgas. Bulgaria's largest port is located at the west end of Burgas Bay, which is 7.5 miles wide and 9.5 miles deep. The inner harbor, with an area of 162.77 acres, is protected by a 3,,660 ft. main north-south breakwater and two east-west moles, 2,340 ft. and 2,250 ft. long, respectively with a 200 ft. entrance between them. 177/ 74.1 acres of the harbor are dredged to 24.6 ft. For ships of deep draft, the best anchorage is south-east of the port entrance in 36 to 39 feet of water. 178/

Quayage for ships of over 700 tons is 1,960 feet, and there is berthing space for 5 to 6 ships of medium tonnage. There are also a low auxiliary quay 65 ft. long, and a wooden wharf 131 ft. in length. 179/

For storage there are four steel and reinforced concrete grain sheds on the main quay, with an area of 69,500 sq. ft.; there are also 8 wooden storage sheds with an area of 58,000 sq. ft. In addition there are 232,000 sq. ft. of open storage space and 45,300 sq. ft. of unloading space on the quay.

Some 10,000 ft. of railroad sidings and 7,700 ft. of paved roads serve the port area; ships at the main quay can unload into frieght cars directly. 180/

Lifting equipment at the port is limited to 7 railroad and hand winches with a total lifting power of 26.5 tons, including one of 13 tons. Hence ships invariably load and discharge with their own gear.

Normally 3 tugs totaling 347 tons net are stationed at the port.

Minor ship repairs can be handled at the railroad repair shops. 181/

Native lignite coal is stored at the docks. Oil supplies are located on the canal connecting Burgas Bay with Vaiakioi Lake. The "Petrol" Co. has 11 tanks with a capacity of 19,440 tons, one of which contains fuel oil. A 4,400-ton gasoline tank was planned in 1940. A Bulgarian firm has two oil tanks of 88 tons capacity each. Two 6-inch pipe lines and one 4-inch line ran from Shell tanks to the quay. Abundant electric power (220/380 volts AC) is available. 182/

Since 1937 the Bulgarian government has been dredging and fitting out a mile long cove 10 miles southeast of Burgas, between Cape Akin and Cape Athia, presumably for naval purposes. It is said to be connected with Burgas by a narrow-gauge railroad. 183/

In 1939 the freight turnover at Burgas port amounted to 326,721 tons. Principal exports were grain and tobacco. Passenger traffic was 28,821. Of a total of 3,854 ships visiting the port, 824 were motor or steam driven averaging 1,010 registered tons net. 184/

Germans are reported to have stored large quantities of munitions and oil at Burgas and fortified the harbor. 185/

Varna, Bulgaria's second largest port, lies at the west end of a bay 4 miles wide and 8 miles deep which opens to the east. The harbor is sheltered from the north and south by hills averaging 1000 ft. in height and is very calm. East storm winds seldom blow. 186/

The inner harbor, (43° 12' N., 25° 57'E) with a water area of 52 acres, is protected by a 4,050 ft. north-south breakwater and a 2,550 ft. east-west mole. The harbor entrance is a 660 ft. opening in the east-west mole, dredged to 33. ft. 187/

Additional harbor space of 64.35 acres is provided in a basin off the north side of a 2,000 ft. canal connecting Varna Bay with Lake Devna, and in a dredged area at the east end of the lake. Canal, basin and lake are reported dredged to 26 ft. 188/ The canal entrance, located immediately south of the inner harbor, is protected by a partially submerged east-west breakwater, 1,400 ft. long. 189/

For ships of deep draft that cannot enter the harbor the best anchorage is east of the north-south breakwater in 42 ft. of water over good holding ground. 190/

The only quay for ships of 600 tons and over in 1937 was located at the north-east corner of the inner harbor. It was 2,460 ft. long with space for from 5 to 7 ships. Depth along the quay was 26.2 ft. 191/ A 492 ft. long quay, west of the main one and faced with wood piling, was equipped to handle small ships, lighters and tug boats. 192/

Lifting appliances in 1937 included:

	Total Capacity
1 sling chain (heling)	330 tons
2 floating cranes (steam)	56 tons
3 portal cranes	30 tons
2 floating dredges	525 cu. yds. per day

Port facilities at the main quay as of 1937, included one 151 ft. concrete wharf (at the east end of the quay); 3 concrete storage sheds with a floor area of 45,300 sq. ft. (equipped particularly for grain); 328,000 sq. ft. of open storage space and 83,000 sq. ft. of unloading space; and 18,000 ft. of railroad sidings. 193/ Only 3 ships could unload directly into freight cars at the same time. 194/ Four motor barges (total of 420 tons) and 5 tugs and motor launches (total of 260 tons) are normally assigned to the port. 195/

Limited coal supplies are stored at the main dock, and water is laid on at all berths. Oil for local consumption is stored in 3 tanks with a total capacity of 670 tons located south of the Lake Devna canal. Tanks with 33,000 tons capacity for Batum-Varna-Ruse oil trans-shipment were constructed by the Germans in 1939. 196/

Electricity (120/210 volts AC) from a 9,000 kw. station is available at the docks.

Small repairs are carried out at the quay by the shops of the State Railways while major repairs are done at the well equipped shops of the German-owned "Koralovag" ship and railway car construction company, located north of the west entrance of the canal in Devna Lake. Here is located the company's floating dock the measurements of which are as follows: 197/

Length (top and bottom)	270 ft.
Width	67 ft.
Overall width	82 ft.
Water depth when submerged	15 ft. 3 in.
Lifting capacity	2,200 long tons

The drydock can be moved out into the harbor.

Navy-yard facilities for torpedo boats, light destroyers and submarines are located in the south-west corner of the inner harbor. Dock frontage is approximately 2,300 ft. A small dock is being used by Germans to assemble torpedo boats, with 10 reported completed by the end of 1941. 198/

In 1939, the freight turnover of the port amounted to 233,184 tons. Grain and livestock were the leading exports. Passenger traffic was 34,274. A total of 926 ships, of which 558 were steam or motor propelled, visited the port. They averaged 1,330 net registered tons.

Balchik Rumanian until 1941. Good, safe anchorage, little commercial importance. No quay. No railroad communications. Anchorage 3/4 mile south of village in 30 to 36 ft. of water over muddy bottom.

Kavarna Rumanian until 1941. Grain storage sheds. Loading by lighter. No rail communications. Anchorage 1¼ miles off shore in about 48 ft. 200/

Nesebur One 525 ft reenforced concrete wharf. All loading and unloading of vessels over 300 tons by lighters. Excellent landing beaches. Anchorage south of town in 30 ft. to 48 ft. 2400 ft. from shore. Exposed 42-ft. anchorage north of town, which is located on a peninsula. 201/

Pomorie One 1050-ft. reenforced concrete pier for vessels under 500 tons. Unloading by lighters. One 1.65-ton winch. Standard-gauge railway connection with Burgas. Excellent landing beaches. Anchorage west of town in depths of 24 ft to 30 ft. 1200 to 1800 ft. from shore. Outer anchorage southwest of town with depths of 36 ft to 42 ft. 202/

Sozopol Harbor entrance, 40 to 46 feet wide, will admit only vessels of light draft. Harbor was reported being dredged (formerly anchorage in depths of 12 ft. to 15 ft.). One 670 ft. iron and concrete pier and one 1.65 ton crane. Naval and merchant marine training school. Narrow gauge railroad reported under construction to Cape Athia, west of Sozopol, and 6.2 miles southeast of Burgas. Loading and unloading from lighters. Anchorage in bay south of town in depths of 36 ft. to 42 ft. over sandy bottom. Many shoals. Coal supplies available. 203/

Tsarevo Inner harbor of 1.48 acres with a 540-ft quay. Depth of 13.1 ft. at quay. There are 3 cranes or hand winches with a total lifting capacity of 16.5 tons. Entrance to bay is 1800 ft. wide and 36 ft. deep with anchorage in depths of 18 ft. to 24 ft. about 300 ft. from shore. Germans are reported to have taken over Tsarevo and are expanding harbor. 204/

Akhtopol Small cove with 300-ft. entrance. Limited anchorage space in 24 ft. of water. Most of the cove is only about 12 ft. deep. The harbor facilites consist of one 770-ft. iron and concrete pier and one 3.3-ton crane (1938) 205 / There is a quay with 300 foot frontage.

b. Danube and inland waterways shipping

Bulgarian Danube ports from west to east are Novo-Selo, Vidin, Akhchar, Lom, Tsibur, Kozlodui, Orekhovo, Vadin, Boril, Somovit, Nikopol, Svishtov, Ruse, Tutrakan and Silistra. With the exception of Vidin, Lom and Ruse, accommodations are small and equipment is primitive. 206 /

Bulgarian ships to 1940 operated only between Bulgarian river ports and consisted of three large tugboats converted for passenger use and two smaller tugs, totaling 234 tons net in all. In addition Bulgaria had 8 barges with a total net tonnage of 2,375 tons; these ranged upstream as far as Germany. All passenger service to foreign river ports and most of the freight traffic was handled by foreign ships.

In 1941 Bulgaria acquired 3 large side-wheeler passenger boats accommodating 700 passengers and 75 tons of cargo, each. Four motorized cargo barges (capacity 495 tons each), part of the same order, presumably have been delivered also. 207/

Since June, 1941, a Danube railway ferry service has been established between the Bulgarian railhead at Ruse and the Rumanian railhead at Giurgiu. The ferry can load 450 tons, can accommodate 15 railway cars, and requires 135 minutes for the round trip. In 1941 similar ferry service between Vidin and Kalafat was being seriously considered by the Bulgarian and Rumanian Governments. There are still no bridges across the Danube between Bulgaria and Rumania. Formerly passenger and automobile ferrying was done by motor boats. 208/ (For freight tonnage and passenger turnover see Appendix, table no. 15b.)

Ruse is the largest and most vital Bulgarian Danube port. In addition to the main (high) 2,600 ft. quay and a 427-ft. low quay on the Danube, there is an enclosed basin at the mouth of the Rusenski-Lom river with an area of 16.35 acres, and protected from the current by a right angle mole. Depth at quays is 6.0 ft. There are 6 anchoring buoys. On the quays are 11 wooden storage sheds with an area of 66,000 sq. ft., there are also 97,000 sq. ft. of open storage space. Dock railway sidings are 27,700 ft. long. The port has a sling chain (heling) with a 330-ton lifting capacity and two 6.6 ton cranes. Tugs, barges, and large motor boats, numbering 13 in all, and two dredges (daily capacity--330 tons each) are normally based at the port. Electricity is 120/210 volts AC. Government repair shops handle vessels up to 260 ft. in length; these are hauled up the shipways broadside. 209/ The "Petrol" Co. has 57 oil tanks with a total capacity of 19,450 tons (largest 1,650 tons) and the sugar refinery has three 3,300-ton oil storage tanks. Several small oil refineries operate on Rumanian oil. 210/

The freight turnover at the port of Ruse in 1937 totaled 182,841 tons. Passenger traffic was 50,424. Of 4,840 boat-stops at Ruse in 1939 3,793 were by steam or motor driven passenger ships or barges, 945 were by towed barges, and 528 were by sail boats. 211/

Vidin has a 1,300 ft. main quay and a 555 ft. low quay with an additional dredged frontqge of about 820 ft. There is one large wooden storage shed with an area of 12,300 sq.

ft/ and 150,000 sq. ft. of open storage space. Standard-gauge railway sidings (4,500 ft.) along the quay, connect with the main station. Barges can tie up directly to the quay. Unloading of passenger ships is onto pontoon floats connected to the shore by a movable bridge. Hand cranes are generally used. Electricity and coal are available. 212 /

Lom. This city which has a port area of 60,000 sq. ft., has a 4,230 ft. main stone quay, 4 unloading floats, and 4 wharves (at the entrance of the Lom river) each 131 ft. long. Storage is provided by one concrete storage shed with an area of 15,000 sq. ft., 3 wooden sheds with an area of 44,500 sq. ft., and 85,000 sq. ft. of open storage space. There are 9,150 ft. of railroad trackage parallel to main quay at a distance of about 98 ft. 213/ Electric power and coal from local mines are available. Oil is stored in 4 tanks of 220 tons capacity each, and 2 of 33 ton capacity. In May, 1942 it was officially announced that the German Todt Organization was about to begin work on the port of Lom.

Somovit. This port has a 1,440 ft. main quay and a 820 ft. low quay in addition to two landing stages. There are 286,000 sq. ft. of open storage space. Four oil storage tanks available with a capacity of 308 tons. A standard-gauge railroad connects the port and town with Nicopol and with Sofia-Varna line at Iason. 214 /

Svishtov/ The main (high) quay 1,270 ft. long while the low quay is 1,600 ft. long. There are 3 wooden storage sheds with an area of 11,300 sq. ft., plus 12,300 sq. ft. of open storage space. The docks have 4,900 ft. of standard-gauge rail sidings. The railroad from Svishtov connects at Levski with the main Sofia-Varna Line. Oil storage tanks in 1940: 7 with a total capacity of 5,050 tons (largest 2,200 tons) and 5 with a total capacity of 320 tons. Electric power, 220/380 volts AC is available. 215/

37. Commercial aviation.

Internal civil aviation in Bulgaria has been virtually non-existent. Because the Neuilly treaty prohibited a military air force, prior to 1939 the government maintained a pilot training school and approximately 30 light training planes under the guise of civil aviation and mail service. The administration as late as 1940 was in the hands of the Office of Aeronautics at the Ministry of Railways, Ports and Telegraphs. 216/

Passenger and mail lines were operated unsuccessfully for brief periods after 1927. Their route was from Sofia to Varna via Ruse. Between 1935 and 1939 Bulgaria acquired about 20 Czechoslovakian pursuit ships without armament, 3 or 4 small Junkers, 5 or 6 passenger cabin planes. None of these were used in civil aviation. 217/

There is no private aviation of practical significance, although in international air transport Bulgaria has played a more important role. In 1939-40 the following companies maintained regular services through Sofia (Bozhurishte airport):

Air France (formerly Cidna): Paris - Belgrade - Sofia - Istanbul. Since 1927.

Lufthansa (German): Berlin - Vienna - Belgrade - Sofia - Salonika. Since 1928.

Lot (Polish): Prague - Bucharest - Sofia - Athens. Since 1928.

Aeroput (Yugoslav): Belgrade - Sofia. Began 1938. Duration of operation not known. 218/

Malert (Hungary): Budapest - Sofia. Convention signed in Feb., 1940. No information whether operated or not.

Ala Littoria (Italian): Rome - Salonika - Sofia. Since 1939. 219/

Aeroflot (U.S.S.R.): Moscow - Odessa - Burgas - Sofia. Operated for a short time in 1940 and 1941. 220/

Extensive airplane repair shops existed at Bozhurishte. In Kazanluk the Italian Caproni Co. has a plane factory which up to 1940 had done only repairs. 221/

Airports. Sofia-Bozhurishte. Located 6.8 air miles west of Sofia on the Sofia-Belgrade highway. Lat.: 42°46'N; Longitude: 23°12'E.; elevation: 1844 ft. Hangars: four sheet-metal and steel sheds (217 x 72 ft.). Workshops for all types of repairs. Gasoline, oil and water available. An underground concrete tank with a capacity of 700 tons has been reliably reported. Hospital, meteorological station, wireless telegraphy and radio telephone at a special radio station west of airport. Only airport used by international lines. Work on concrete apron was in progress in 1936. Extent of completion not known. Dimensions: 3281 x 2625 ft. 222/

Varna. Civil airport. Lat.: 43°11'3"N.; Long.: 27°52'E., 1.3 miles southwest of Varna. One hangar and small workshop. Supplies of gasoline and light oil available. Dimensions of field: 2625 x 1650 ft. 223/

Varna-Seaplane Station. Located at Penerdzhik (Chaika) on south shore of Devna (Gebedzhe) Lake, 3.7 miles WSW of Varna. Three hangars (66 x 79 ft.) with room for 6 seaplanes; slipway, repair shops, gasoline, oil, water available, also radio telegraphy, hospital and meteorological station. Small jetty. Location: Long. 43°10'6"N., Lat. 27°5'8"E. Varna harbor provides good anchorage for seaplanes. 224/

Ruse. Small airdrome 1 mile northeast of city, suitable for emergency landing. 225/

Burgas. Civil airport 6 miles northeast of city, one mile from coast. Lat. 42°35' N.; Long. 27°33'E. Dimensions of field: 2625 x 1965 ft. Two hangars and repair shops are reported. The harbor affords good seaplane anchorage.

Plovdiv. Small emergency field with no facilities, 1¼ miles south of city. Probably enlarged and used by Germans.

Gorna Orekhovitsa. Civil airport 1.9 miles north of city. One hangar (66 x 79 ft.). Small repair shop. Dimensions of field: 3300 x 2300 ft. Gasoline, oil and water available. 226/

Kazanluk. Service and training field of aeronautics administration 1.3 miles from town. Semi-government plane factory operated by Caproni Co. Two hangars and workshops. Radio telegraphy, meteorological station, gasoline and oil available.

Yambol. Service airport 1.3 miles northeast of city. One hangar. One large Zeppelin hangar from the last World War. Meteorological station. Reported headquarters of German military aviation in Bulgaria. 227/

It is reported that since July 1941 Germany has constructed from 50 to 80 airdromes and landing places, chiefly in southeast Bulgaria. Specifically mentioned are airports at Dobrovo (plateau north of Shipka Pass) and Troian, and enlarged facilities or new fields at Yambol, Sofia, Plovdiv, Burgas, and Rakovski (with a 2,000 ton capacity concrete tank underground). 228/ Some of these facilities may be for civilian aviation. Additional aviation gasoline storage facilities reported in April 1942, included a 7,000 ton tank in Sofia, a 2,000 ton tank in Plovdiv and 4,400 tons of additional storage space at Burgas.

38. Commerce

As Bulgaria is overwhelmingly agricultural, its imports are largely manufactured articles, especially metal goods, while its exports today are 97 per cent farm products. 228a/ In 1939 the chief exports were tobacco, fruits, vegetables, oil seeds, eggs and poultry, meat, grain and flour. The following table shows percentage of total exports, 1935-39:

Exports by Categories 229/

(in thousands of dollars and in per cent)

	1935		1936		1937		1938		1939	
	Value	%	Value	%	Value	%	Value	%	Value	%
Total exports	32,532	100.0	39,103	100.0	50,194	100.0	55,783	100.0	60,647	100.0
Tobacco	10,423	43.1	12,730	32.6	16,314	32.5	23,857	42.8	35,162	41.5
Fruits, vegetables, oil, seeds, fodder	6,890	21.0	6,066	15.5	6,666	13.3	11,200	20.0	14,865	24.5
Poultry, dairy products, meat, etc.	5,926	18.2	7,628	19.5	7,397	14.7	7,534	13.5	6,614	10.9
Grain, flour, etc.	1,504	4.6	6,747	17.3	11,146	22.2	5,821	10.4	4,698	7.8

(Data in all tables in this section (Par. 38, Commerce) were converted into dollars at 100 leva per dollar.)

Bulgaria's imports show only a limited qualitative change between 1935 and 1939, as is indicated in the following table:

Imports by Categories 230/

(in thousands of dollars and in percent)

	1935		1936		1937		1938		1939	
	Value	%	Value	%	Value	%	Value	%	Value	%
Total imports	30,039	100.0	31,810	100.0	49,859	100.0	49,341	100.0	51,967	100.0
Metals and metal products	5,971	19.8	6,594	20.7	11,157	22.4	11,462	23.2	10,159	19.5
Machinery, armaments	5,814	19.3	5,237	16.5	13,021	26.1	11,271	22.8	13,729	26.4
Textiles	7,031	23.4	7,828	24.6	9,864	19.8	9,605	19.7	7,930	15.3
Rolling stock, automobiles, shipping	2,205	7.3	2,512	7.9	2,557	5.1	2,257	4.6	4,383	8.4

Even before the present war Bulgarian imports and exports were strictly controlled by the state. Export licenses were required of shippers to prevent the glutting of the market, and products were inspected for quality. When goods were sold for free exchange (dollars, sterling, Swiss francs), the state compelled the exporter to surrender part of the proceeds to the National Bank at the official rate of exchange. The exportation of wheat was a complete state monopoly. 231/ Imports were on a quota system subject to heavy duties, and were encouraged only from countries with which Bulgaria had an active balance of trade. 232/

Since the last war Bulgaria's commerce has been predominantly with Germany, Italy, Czechoslovakia, and Poland. Great Britain and France played a very small part in Bulgaria's forei commerce. The following table shows Bulgaria's imports to, and exports from, her leading customers.

Foreign Commerce of Bulgaria by Countries 233/
(In thousands of dollars)

		Germany	Italy	Poland	Czechoslovakia	Great Britain
1935	Imports	18,012	940	355	2,938	1,412
	Exports	17,107	2,853	681	2,239	1,420
1936	Imports	21,213	185	925	2,441	1,459
	Exports	19,760	1,421	1,460	1,276	4,536
1937	Imports	29,012	2,468	2,160	2,493	2,327
	Exports	23,646	2,107	2,329	2,789	6,951
1938	Imports	25,632	3,702	2,755	2,915	3,483
	Exports	32,841	4,224	3,182	2,550	2,670
1939	Imports	34,031	3,570	2,968	2,104*	1,436
	Exports	41,101	3,674	2,278	2,016*	1,882

* Bohemia and Moravia only.

The enlargement of Germany since 1938 has been accompanied by a great enlargement of her economic hold on Bulgaria. Bulgaria's imports from Germany in 1939 were 65.5 per cent of all imports, while Germany took 67.7 per cent of Bulgaria's exports. These proportions have risen to over 90 per cent since the outbreak of the present war.

Germany's dealings with Bulgaria before 1940 were regulated by clearing agreements, with the rate of exchange fixed; the National Bank kept the exchange rate from fluctuating greatly. Germany was willing to buy everything produced by Bulgaria at a favorable price, and promised to pay with manufactured goods, raw cotton, armaments, and colonial products from abroad. Bulgaria had a credit balance of about $120,000,000 in Germany as of December 1941. 234/

Except for a little trade with Turkey and possibly Sweden and Switzerland, Bulgaria today must trade entirely within the German sphere, under German control. Bulgarian peasants have grown a number of products especially for the German markets, chiefly hemp, table fruits and grapes, soybeans, potatoes, and cotton.

American trade with Bulgaria, which has never been large, except immediately after the last war, declined rapidly from 1939 on. In 1939 our exports to Bulgaria were valued at $1,068,000, and in 1940, $680,000. They consisted chiefly of raw cotton, metal products, automobiles, lubricants, radios, and films. Our imports from Bulgaria (chiefly leaf tobacco, oil of roses, oil seeds and vegetables, skins, goose down, cheese, and bone meal) declined from $2,280,000 in 1939 to $1,838,000 in 1940. 235/

Bulgaria's foreign trade was disrupted by the war in the Balkans during the first half of 1941. While imports remained steady, the export tonnage for the first 6 months of 1941 was less than one-third of that for the same period of 1940. In part, however, this decline in exports is explained by the delivery of products directly to the German authorities in the Balkans, which deliveries were not included in the export figures. 236/

In order to compensate for the loss of free markets, Bulgaria in 1940 and 1941 signed a number of trade agreements with Axis states--Rumania, Croatia, and Hungary, as well as with Germany and Italy. An agreement with Slovakia in 1941 provided for the barter of Bulgarian tobacco, oil seeds, and corn for construction steel and electric cable, but total turnover was only about $557,000 for both imports and exports. 237/ An agreement with Finland provided for an exchange of cellulose for tobacco, while an agreement with Italy of October 11, 1941, arranged for deliveries of condensed food, fodder, tobacco, and industrial raw materials in return for Italian textile materials, medical supplies, machinery, and other manufactures. 238/

A similar arrangement was made with Turkey on March 27,, 1942. 239/

Germany still retained her grip on Bulgaria, however. The payments under the Bulgarian-Rumanian treaty signed in July, 1941, were to be cleared through the German Central Exchange Office in Berlin. 240/ About 71 per cent of Bulgaria's tobacco went to Germany in 1939; in 1941, thanks to the increase in Oriental tobacco production attained as a result of Bulgaria's expansion, the Bulgarians were planning to increase their tobacco exports to Germany by at least 60 per cent. 241/ In September, 1941, a decree, apparently intended to furnish greater supplies of grain for the Axis, obliges wheat growers to sell all their surplus above subsistence requirements to the government. 242/

39. Communications

All telephone, telegraph and radio communications in Bulgaria are government owned and operated.

Telegraph. Telegraph lines in Bulgaria generally follow the railroad network. Telegraph offices are at the railroad station or town hall, except in large cities. Trunk lines are relatively few and operators in small places have to cut in, in order to get messages through.

In 1939 there were 798 telegraph stations with 893 telegraph instruments. Of the latter, over 90 per cent were Morse apparatus, the rest Hugh (42) and teletype (4). 243/ Telegraph trunk lines in 1939 measured 367 miles overhead and 5.6 underground. The total length of wire was 4,713 miles overhead and 187 miles underground.

The internal telegraph network carried 3,615,000 telegrams in 1939, of which 569,000 were official and service messages. Four international telegraph connections handled 131,000 outgoing, 140,000 incoming and 133,000 transit telegrams in 1939. The connections are: Sofia-Belgrade (relay to Budapest and Rome), Sofia-Salonika-(Athens), Ruse-Bucharest, and Plovdiv-Adrianople-Istanbul. 244/

The government also converts and uses telephone lines for telegrams. Few of the telegraph stations work full time. 245/

Telephone. There were 32,518 telephones in service in Bulgaria on January 1, 1941, served by 725 central offices. 246/ Of 31,016 telephones in 1939, 29,088 were private, and 1,928 public and official. A shortage of equipment in 1940 was ascribed to lack of funds. War conditions have no doubt increased the shortage.

In January, 1940, the 620 telephone centers had 1,211 switchboards (public and official branch exchanges) or, roughly, one exchange to every commune in the country. There are about five villages or hamlets to every commune, and many of these have at least one phone, located in the town hall. The Sofia, Pleven and Shumen Regions have the largest number of villages connected by phone. 247/ There are volume amplifiers at Sofia, Stara Zagora, and Gorna Orekhovitsa. In Southern Dobrudja (acquired in 1940), there are two urban (Silistra and Dobrich) and eight branch exchanges. 248/ Of the 4 principal cities, Sofia had 11,686, Plovdiv 1,263, Varna 1,040, and Ruse 715 telephones in 1941. 249/

Automatic telephone exchanges at Sofia, Burgas, Varna, Gabrovo, Ruse, and Stara Zagora had a total of 8,196 phones in 1940. An automatic exchange in Plovdiv is projected. Not all phones in these cities are on the dial exchange. 250/ (For chief trunk lines and exchanges see chart, Fig. 10.)

Telephone System, 1939 251/

Length of city trunk lines	960 mi.	overhead; 98.7 undergroun
Length of wire in cities	12,698 mi.	overhead; 27,618 underground
Length of trunk lines between cities and villages	12,148 mi.	
Length of wire between cities and villages	49,685 mi.	
Total trunk lines	13,208 mi.	
Total length of wire	90,002 mi.	

The internal telephone service handled a total of 56,851,000 calls in 1939. Of the local calls 52,856,000 were private and 145,000 from pay stations. There were 3,175,000 private and 675,000 official and service toll calls. 252/

Since 1936 good telephone service to all major European cities has been available. In 1939, 38,000 outgoing international calls were handled, 33,000 incoming and 17,000 transit.

In 1940, Sofia was connected by direct trunk lines with Bucharest, Ankara, Salonika, Athens, Belgrade, Budapest and Berlin. Indirect trunk lines through Belgrade connected with Rome, Bern, Vienna and Bratislava; and with Budapest and Moscow via Bucharest. 253/

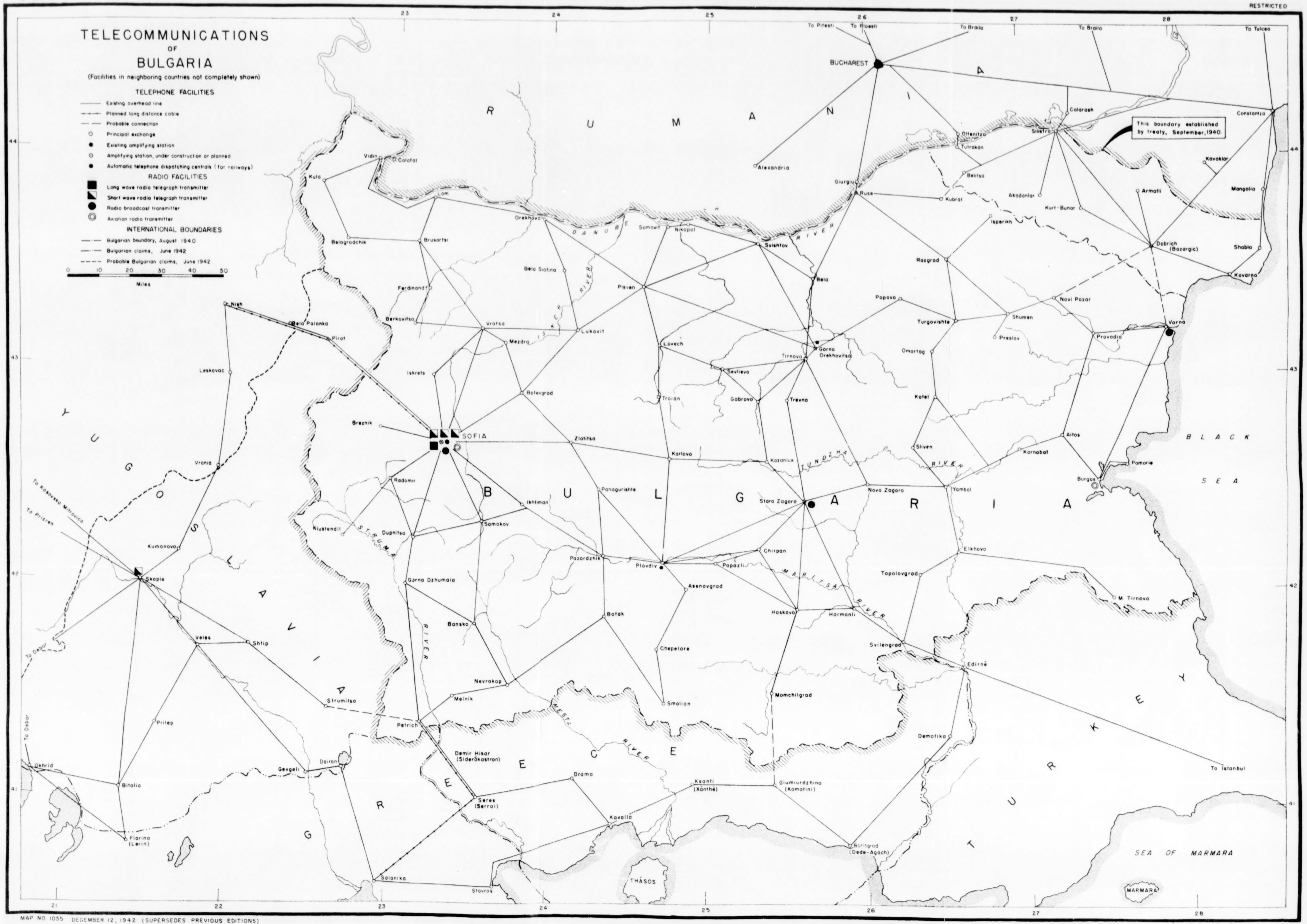
Due to its large size, the following document has been filmed in segments. The order of the segments is as follows: left to right, top to bottom.

REVISED EDITION

RESTRICTED

TELECOMMUNICATIONS OF BULGARIA

(Facilities in neighboring countries not completely shown)


TELEPHONE FACILITIES
Existing overhead line
Planned long distance cable
Probable connection
Principal exchange
Existing amplifying station
Amplifying station, under construction or planned
Automatic telephone dispatching centrals (for railways)
RADIO FACILITIES
Long wave radio telegraph transmitter
Short wave radio telegraph transmitter
Radio broadcast transmitter
Aviation radio transmitter
INTERNATIONAL BOUNDARIES
Bulgarian boundary, August 1940
Bulgarian claims, June 1942
Probable Bulgarian claims, June 1942
0 10 20 30 40 50
Miles
This boundary established by treaty, September, 1940
RUMANIA
BULGARIA
YUGOSLAVIA
GREECE
TURKEY
BLACK SEA
SEA OF MARMARA
DANUBE RIVER
ISKER RIVER
TUNDZHA RIVER
MARITSA RIVER
STRUMA RIVER
MESTA RIVER
To Pitesti
To Ploesti
To Braila
To Braila
To Tulcea
BUCHAREST
Alexandria
Oltenitza
Tutrakan
Calarash
Silistra
Constantza
Giurgiu
Ruse
Kubrat
Belitsa
Akadanlar
Kurt-Bunar
Armatli
Kavaklar
Mangalia
Isperikh
Dobrich (Bazargic)
Shabla
Kavarna
Vidin
Calafat
Kula
Lom
Belogradchik
Brusartsi
Orekhovo
Somovit
Nikopol
Svishtov
Bela
Razgrad
Bela Slatina
Pleven
Popovo
Turgovishte
Shumen
Novi Pazar
Preslav
Provadia
Varna
Ferdinand
Berkovitsa
Vratsa
Mezdra
Lukovit
Lovech
Gorna Orekhovitsa
Tirnovo
Sevlievo
Omortag
Nish
Bela Palanka
Pirot
Leskovac
Iskrets
Botevgrad
Troian
Gabrovo
Trevna
Kotel
Breznik
SOFIA
Zlatitsa
Karlovo
Kazanluk
Sliven
Karnobat
Aitos
Pomorie
Burgas
Vranja
Radomir
Ikhtiman
Panagurishte
Stara Zagora
Nova Zagora
Yambol
Kiustendil
Dupnitsa
Samokov
To Kossovska Mitrovica
To Prizren
Kumanovo
Pazardzhik
Plovdiv
Papazli
Chirpan
Elkhovo
Topolovgrad
Skoplje
Gorna Dzhumaia
Asenovgrad
Haskovo
Harmanli
M. Tirnovo
Bansko
Batak
Svilengrad
Edirné
Veles
Shtip
To Debar
Chepelare
Nevrokop
Melnik
Strumitsa
Smolian
Momchilgrad
Prilep
Petrich
Demotika
Demir Hisar (Siderókastron)
To Istanbul
Okhrid
Bitolia
Gevgeli
Dairan
Drama
Ksanti (Xánthē)
Giumiurdzhina (Komotini)
Seres (Serrai)
Kavalla
Florina (Lerin)
Boritgrad (Dede-Agach)
Salonika
Stavros
THÁSOS
MARMARA
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MAP NO. 1055 DECEMBER 12, 1942 (SUPERSEDES PREVIOUS EDITIONS)

COMPILED AND DRAWN IN THE BRANCH OF RESEARCH AND ANALYSIS, OSS

Telegraph and telephone equipment is largely German (Siemens-Halske and Siemens-Schuckert). 254/

Radio. Limited radio telegraphy and broadcasting facilities exist. Radio telephone service to the United States and other non-European countries has been possible since 1939 through wire connections with Berlin, Rome and formerly London.

In 1941 radio telegraphy used one long and three short wave transmitters located in Sofia, and radio broadcasting 3 transmitters at Sofia, Varna, and Stara Zagora. Small stations at Burgas and Sofia serve the needs of Bulgarian aviation. For call letters, frequency and power, see table 16 in Appendix A.

A secret pro-Axis radio station "Khristo Botev," has been reported broadcasting pro-German propaganda. 255 a/

The police in Sofia have a few radio sets.

There are no airplane radio beacons.

Amateur radio stations are strictly prohibited. 255b/

Over 70,000 registered radio sets were reported in 1940 and about 10,000 unregistered. Of the 62,677 registered sets in 1939, one-third were in Sofia. Radio sets that can receive foreign broadcasts have been confiscated from all foreigners since October, 1941, and strict rules against listening to foreign broadcasts apply to everyone else. 256 / All radio sets owned by Jews have been confiscated. 257/

Radio transmitting stations use Marconi (British), Telefunken (German), and locally produced equipment. Receiving equipment is Telefunken, Marconi and Magnetti. Private radio sets are largely German and Dutch (Telefunken, Philips, Blau Punkt) with some of American and local manufacture.258/

Postal service. Regulated by international postal conventions, the Bulgarian postal service is on the whole efficient. Mail is distributed by train, private bus lines, carriage and on foot to the farthest outlying villages. Internal air mail service has been sporadic. Airmail to and from Bulgaria has been handled by the German Lufthansa (daily flights to Bucharest, Salonika, Vienna) and the Italian line (week-day flights to Rome).

There were 1,599 postal stations for 5,658 towns, village and hamlets in Bulgaria, and 11,711 miles of postal routes in 1939. (For details see table number 17 in Appendix A). 259/

Periodicals are subscribed and paid for through the post office. C.O.D. service is widely used. Special Delivery is a new development and as yet is used almost exclusively in the cities.

Basic postage rates in the past have been 1 *lova* (= 1 cent for letters and cards in city, 2 *lova* for domestic letters, 7 *lova* for foreign letters and 4 for foreign cards; domestic registered mail is 4 *lova*.260/

Deliveries in cities are normally twice a day and in rural areas once a day to twice a week.

40. Finance

The government controls most of the financial life of the country, including credit, through two semi-autonomous banks, the National Bank and the Agricultural Cooperative Bank.

The unit of Bulgarian currency is the *lev* (plural *lova*), which equals approximately one cent. The *lev* is divided into 100 *stotinki*, but only 50-*stotinki* pieces have been used since 1937.

Coins of 1, 2, 5, and 10 *lova*, made of 25 per cent nickel and 75 per cent copper alloy, are in circulation; 20, 50, and 100-*lev* silver pieces are being taken out of circulation for industrial use in Germany. The nickel content of smaller coins has no doubt been cut down. 261/

Paper money is in 100, 500, 1,000, 5,000, and 10,000-*lev* denominations. Printed money under 100 *leva* has probably replaced the silver coins. The Germans are reported to be secretly printing Bulgarian money freely. German occupation marks are legal tender, though they are not as widely used as elsewhere. The average amount of paper money in circulation during the thirties was 5 billion *leva*. In 1941 the figure had jumped to over 13 billions, rising as much as 3 billions in a single month. 262/

Normally gold coverage is about 35 per cent. The value of the *lev* in relation to other currencies is as follows: 263/

	Official *lev* rate (Nov. 29, 1941) for checks		Export Premium	Official rate in occupied territories
	Buy	Sell		
Dollar	81.35	82.40	35-50%	-
Reichsmark	32.5	33.0	-	-
Drachma	-	0.74	-	0.6
Dinar	1.92	1.96	-	1.6
Lei	0.62	0.65	-	-
Lire	4.27	4.35	10%	-
Lira (Turkish)	-	67.0	-	-
Sterling	328.0	334.0	33%	-

In November, 1941, the dollar was worth 350 *leva* on the black market. 264/

Clearing has been practically the only mode of foreign trade since 1935, with premiums of as high as 50 per cent being paid for the currencies of industrial countries other than Germany. Germany now has prohibited premiums and does not give Bulgaria the former registered or blocked mark discounts of up to 40 per cent. This actually amounts to a devaluation of the *lev*. 265/

Germany at present owes Bulgaria about $120,000,000, which is supposed to be repaid in armaments, machinery, and chemical products. The Reichsbank, through the German Central Exchange Office, now virtually controls the Bulgarian National Bank and all export and import trade with Axis countries. All trade accounts between Rumania and Bulgaria, for instance, are cleared in Berlin. 266/

The largest item in the Bulgarian budget up to 1936 was service on the foreign debt, which in 1938 was 32,850,000 pounds sterling. The total public debt was Ⱡ 53,000,000.

The budget for 1940 was as follows (in millions of leva): 267/

Receipts		Expenditures	
Direct taxes	1,236.0	National Government	66.8
Indirect taxes	2,843.0	Public Audit Office	23.0
Excise taxes	709.0	Foreign Office	191.3
Fines, etc.	62.0	Ministry of Interior	650.6
Postal, telegraph, telephone administration	542.3	" " Justice	197.0
State domains and enterprises	281.8	" " Finance	270.7
Local contributions for teachers' salaries	565.0	" " Education	1,072.8
Railways	2,000.0	" " Commerce	85.4
Miscellaneous	232.9	" " Agriculture	576.4
	8,472.0	" " Public Works	342.8
		" " Railroads and Communications	271.9
		" " War	2,896.0
		" " Public Debt	1,817.1
			8,461.8

Since 1940 the War Ministry budget has jumped to 4,171,800,000 leva. 268/

American investments in Bulgaria in 1937 were 237 million leva, coming fourth after Belgium (602 million), Switzerland (508 million), and France (248 million). Foreign capital has generally been discouraged. 269/

Because of the lack of local banks in Bulgaria, the post office, through its financial services (postal savings, checking accounts, and money orders) takes care of most rural financial and commercial transactions.

Appendix A

Table 1 a

POPULATION ACCORDING TO AGE AND SEX

(1934 Census) 270/

Age	Male	Female	Total	Per 100,000
Less than 9	732,151	702,694	1,434,245	23,598
10-19	594,217	573,018	1,167,235	19,204
20-29	561,553	548,137	1,109,690	18,257
30-39	425,435	424,245	849,680	13,980
40-49	280,687	308,058	588,745	9,687
50-59	222,449	231,561	454,010	7,470
60-69	139,207	138,499	277,706	4,569
70-79	71,516	70,437	141,953	2,335
80-89	21,765	21,723	43,488	716
90 and over	4,819	5,166	9,985	164
Total	3,053,893	3,024,046	6,077,939	

Table 1 b

TOWNS OVER 10,000 (1934) 271/

Sofia	287,095	Shumen	25,486	Kazanluk	14,843
(with suburbs	329,933)	Yambol	24,920	Lom	14,658
Plovdiv	99,883	Pazardjik	23,228	Tirnovo	13,963
Varna	69,944	Vidin	18,465	Gabrovo	13,668
Ruse	49,447	Asenovgrad	17,773	Svishtov	12,082
Burgas	36,230	Kiustendil	16,241	Chirpan	11,288
Pleven	31,520	Vratsa	16,177	Samokov	11,035
Sliven	30,571	Dupnivtsa	16,056	Turgovishte	10,343
Stara Zagora	29,825	Pernik	15,844	Panagurishte	10,198
Haskovo	26,516	Razgrad	15,730	Petrich	10,120

In Southern Dobrudja (1930): 272/ Dobrich 29,938 Silistra 17,415.

Table 2

Language distribution by Region, Town and Village (1934 Census): 273/

Region	Bulgarian	Russian	Other Slavic	Turkish	Gypsy	Jewish	Armenian	Rumanian	Greek	Tatar	German	Other Non-Slav
Burgas	483,032	1,044	67	47,567	10,391	2,160	3,548	1,107	5,683	10	147	191
Vratsa	712,619	388	678	9,877	15,361	1,003	158	3,869	637	-	406	90
Plovdiv	734,022	973	59	26,118	11,827	4,917	6,600	2,643	710	1	229	325
Pleven	736,200	1,068	1,276	26,350	8,167	356	146	2,837	101	395	170	159
Sofia	1,110,154	5,543	822	2,289	9,930	14,519	3,329	1,050	325	-	2,273	1,819
Stara Zagora	629,291	1,021	18	166,012	9,401	1,666	2.316	900	1,258	-	50	610
Shumen	669,536	1,891	185	312,383	15,455	3,405	6,948	4,509	887	3,971	806	413
TOTAL	5,274,854	11,928	3,105	618,268	80,532	28,026	23,045	16,405	9,601	4,377	4,171	3,627
Urban	1,121,351	8,466	1,259	86,677	23,599	27,288	21,838	1,363	4,517	497	3,050	2,646
Rural	4,153,503	3,462	1,846	531,591	56,933	738	1,207	15,042	5,084	3,880	1,121	981

Table 3

LANGUAGES and RELIGIONS (1934): 274/

Slavic:	Total	Orthodox	Catholic	Protestant	Gregorian	Moslem (Pomaks)	Jewish	Other
Bulgarian	5,274,854	5,072,608	40,679	4,983	1,689	134,125	19,263	1,507
Polish	108	12	73	3			20	
Russian	11,928	11,456	85	80	20	7	151	129
Ukrainian	42	42						
Slovak	1,030	12	5	1,009				4
Slovene	224	8	58	152				6
Serbian	172	141	9	6		7	8	1
Croat	87	22	64				1	
Czech	1,442	98	741	585			5	13
Non Slavic:								
Albanian	1,183	639	5			539		
English	117	5	21	81	4		4	
Armenian	23,045	1,438	121	141	21,335		8	
Greek	9,601	9,578	10	8				
Jewish	28,026	4		1			28,002	15
Italian	682	31	622	7			21	
Hungarian	777	46	537	84			104	
German	4,171	317	2,185	1,045			600	21
Rumanian	16,405	16,305	18	16			46	
Tatar	4,377					4,377	6	
Turkish	618,268	2,713	11	7	416	615,115		
French	710	74	438	48			143	
Gypsy	80,532	13,323		69		67,103		
Other	158	18	22	46			15	
TOTAL	6,077,939	5,128,890	45,704	8,371	23,476	821,298	48,398	1,802

Table 4

Religions: distribution and totals by Region, Town and Village

(1934 census): 275/

Region	Orthodox	Catholic	Protestant	Gregorian	Moslem	Israelite	Other	Total
Burgas	490,644	1,223	783	3,374	55,617	3,075	231	554,947
Vratsa	705,718	3,972	980	168	26,737	1,656	135	739,366
Plovdiv	631,449	19,059	1,725	6,740	135,718	6,855	209	801,755
Pleven	916,907	13,320	1,551	142	63,871	679	215	996,686
Sofia	1,097,207	5,119	1,973	3,463	14,805	28,872	614	1,152,053
Stara-Zagora	609,622	1,487	655	2,112	196,246	2,299	212	812,633
Shumen	677,343	1,524	704	7,477	328,303	4,962	186	1,020,499
Total	5,128,890	45,704	8,371	23,476	821,298	48,398	1,802	6,077,939
Urban	1,100,502	11,539	3,927	22,193	116,571	46,972	847	1,302,551
Rural	4,028,388	34,165	4,444	1,283	704,727	1,426	955	4,775,388

(7600)

Table 5

POPULATION ACCORDING TO CITIZENSHIP (1934 CENSUS)[276]

	1934				
	Male	Female	Total	Per 1,000	In 1926
Bulgarian	3,030,547	3,006,489	6,037,036	993.3	5,423,408
Turkish	2,558	2,439	4,997		16,315
Greek	1,203	1,245	2,448		4,146
Yugoslav	1,542	628	2,170		3,525
Czech-Slov.	704	830	1,534		1,503
Rumanian	790	721	1,511		2,166
Italian[277]	607	635	1,242		
German [277]	530	603	1,133		
Hungarian	489	475	964		1,126
Austrian	255	335	590		802
French	232	259	491		560
American[277]	117	85	202		
English[277]	62	51	113		
Nansen Refugees:					
Russians, Armenians	13,265	8,457	21,722		19,698
Other	992	794	1,786		5,107
Total foreign	23,346	17,557	40,903	6.7	55,328
Grand total			6,077,939		5,478,741

33,847 or 82.7 per cent of foreigners lived in towns.

Table 6a

NUMBER OF RESIDENTIAL BUILDINGS 1934 278/

	Residential			Residential and Other Purposes				
	Dwellings	Other Resid.* Buildings.	Public Buildings	Industrial & Commercial	Agricultural	Miscelancous	Non-Resident	Total
Towns	211,365	2,317	5,732	21,629	17,297	1,640	85,600	345,580
Villages	573,609	2,299	16,458	32,254	310,647	6,192	756,162	1,697,621
Total	784,974	4,616	22,190	53,883	327,944	7,832	841,762	2,043,201

During 1939, construction worth $8,238,290 was authorized, of which $3,638,910 was in Sofia. (100 leva = $1.00) 279/

* Hotels, inns, hospitals, monasteries, barracks, jails.

Table 6b

TYPE OF RESIDENTIAL BUILDINGS (1936 CENSUS) 280/

	Number		Stories			Rooms in %			
	Buildings	Rooms	One	Two	Three and More	One	Two	Three	Four
Towns	218,627	743,030	175,075	40,367	3,185	13.1	31.5	21.8	14.9
Villages over 3,000	101,064	310,260	86,084	14,841	139	8.4	31.5	29.8	17.9

(7606)

Table 7

LABOR IN FACTORIES AND SHOPS (1934): 281/

Industry or Occupation	Number of Establish-ments.	Total Engaged	Men
Agricultural Labor	693,009	2,711,358	1,318,463
Mining, Quarrying, Salt Working	642	10,163	10,088
Metallurgy, manufacture and repair	12,325	35,926	33,154
Manufacture of motors and apparatus including electrical	516	1,705	1,654
Precision tools, jewelry, optics and galvano plastics	706	1,584	1,492
Vehicle production	6,316	13,174	13,131
Ceramics, Glass, Stone cutting, Cement	2,988	9,787	8,978
Woodworking	11,199	35,198	31,186
Textile Industry	8,843	30,215	12,483
Leather and animal products	1,458	5,244	5,037
Rubber	112	1,272	929
Food, Beverages, and Tobacco	19,287	42,482	32,269
Clothing	20,835	48,978	40,426
Chemicals	378	2,039	1,733
Paper	817	6,254	5,047
Building	958	34,482	34,445
Electric power, Gas and Refrigeration	282	1,638	1,607
Others	148	26[illegible]	
Total	87,168	270,2[illegible]	223,748
Railroad, operation and maintenance	536	31,906	
Bus Operation and maintenance	1,413	1,767	
Motor transport freight	215	289	
Total	2,164	33,962	
Danube and Black Sea Shipping	59	2,063	
Mail, Telegraph and Telephone operation	639	5,481	
Radio Transmission and Maintenance	6	69	
Total	704	7,613	
Commerce, Banking Insurance	45,177	80,904	74,637
Domestic and personal services, including health	25,226	85,777	50,397
Science, Education, Religion		40,943	25,493
Publication Administration		75,460*	72,627

* Including standing army of about 30,000.

Table 8

SCHOOLS: 1939-40 282/

Type of School	Number 1939-1940 1/	Public 1939-1940	Private Bulgarian 1939-1940	Teachers 1939-1940	% Male 1938-1939	Pupils 1939-1940	% Male 1938-1939	Pupils per Teacher 1938-39
Kindergarten	254	188	27	282	1.1	12,821	50	45.2
Elementary	5,304	4,757	2	17,223	49.9	638,670	51.8	37.4
Progymnasium 2/	2,023	1,968	2	7,752	49.3	288,291	58.5	38.1
Gymnasium 3/	134	112	1	3,208	47.9	82,661	63.4	24.4
Special 4/	14			130	81.3	2,557	77.8	19.3
Vocational 5/	415			2,724	61.0	50,228	61.3	19.1
Intermediate 6/	5			75	77.3	803	65.4	10.9
High	6			493	94.3	11,127	79.9	19.8
Physically Handicapped	5			58	64.1	376	61.7	5.7
Total	8,160			31,945		1,087,534		
Total 1938-39	8,073			31,580	50.9	1,088,479	55.1	34.5

1/ Figures for 1939-40 are preliminary.
2/ One, two, or three grades.
3/ Full, with 5 grades and incomplete, with three grades.
4/ Includes nursing, special teacher training, seminaries including 4 Moslem, and the police school.
5/ Includes 21 commercial, 2 technical, 158 trade and 178 agricultural schools; 29 are classed as secondary, and the rest practical. (Figures for 1938-39).
6/ Includes pedagogical institutes, agricultural household, Pordim management, and marine and postal telegraph schools.

Table 9 a

EXTENT OF EDUCATION ACCORDING TO AGE AND SEX 283/ (1934)

Age	Primary		Pro-gymnasium		Secondary		Higher	
(Column 1: Unfinished; Column 2: Completed - Given in per cent.)	(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)
20-44								
Men*	15.5	36.0	12.2	9.2	4.5	4.3	1.2	1.7
Women	15.7	27.3	7.3	4.3	3.0	3.4	0.7	0.4
Both	15.6	31.7	9.8	6.8	3.8	3.8	0.9	1.0
45 and over								
Men	20.4	26.1	6.5	3.8	2.3	1.9	0.2	1.5
Women	6.8	5.9	2.1	1.5	1.1	1.3	0.1	0.1
Both	13.4	15.9	4.2	2.7	1.7	1.6	0.1	0.8

* 15 % are illiterate.

The figures for higher education in 1934 were:

	Men	Women	Both
Unfinished	14,948	8,561	23,509
Completed	27,578	5,453	33,031

Table 9 b

ILLITERACY ACCORDING TO AGE AND SEX (1934) 284/

Age	Male	Illiterate	%	Female	Illiterate	%
8-9	152,432	52,159	34.2	145,722	49,246	33.8
10-14	369,677	38,317	10.4	355,020	41,802	11.8
15-19	224,540	28,667	12.8	217,998	36,306	16.7
20-24	289,875	39,274	13.5	282,687	72,349	25.6
25-29	271,678	42,168	15,5	265,450	87,059	32.8
30-59	928,571	176,351	19.0	965,864	553,560	57.4
60 and over	237,307	126,807	53.4	235,825	214,198	90.8
Total	2,474,080	503,743	20.4	2,466,566	1,054,520	42.8

Table 10 a

PRIVATE FOREIGN AND MINORITY SCHOOLS (1938-39) 285/

	Kindergarten 1939-40	Elementary 1938-39	Pro-Gymnasium 1938-39	Gymnasium 1938-39	Total
American	2	1	2	2	7
Armenian	4	13	3	-	20
Greek	-	1	1	-	2
Jewish	10	18	5	-	33
Italian	3	3	3	3	12
German	7	8	7	4	26
Rumanian	1	2	1	1	5
Russian	4	5	2	2	13
Turkish	1	504	21	-	526
Hungarian	-	1	-	-	1
French	6	9	8	7	30
Czechoslovak	1	2	1	-	4

(7606)

(continued on next page)

Total:					
Schools	39	567	54	19	679
Regular Teachers	44	1,408	248	217	1,917
Pupils	1,438	50,336	5,233	2,751	59,758

Many of these are departments or categories within the same school.

Table 10 b

AMERICAN SCHOOLS IN BULGARIA, 1938-39 286/

Type	Number	Teachers	Pupils
Kindergarten (1939-40)	2	3	86
Elementary	1	10	109
Pro-gymnasium	2	18	101
Gymnasium	2	64	699
Total	7	95	995

(7606)

Table 11

AGRICULTURE: CROP ACREAGE AND PRODUCTION (1937-1942) 287/

	Acreage (in thousand acres)						Production (in thousand tons)						:Approx. :export- :surplus** :(1,000 tons)
	1937	1938	1939	1940	1941	1942	1937	1938	1939	1940	1941*	1942	
Grains:													
Total	6,802	6,862								3,527 291/	3,630 297/		193 (1939)
Wheat	3,233	3,448	3,036	3,509 288/	3,500	3,500	1,947	2,368	2,134	1,760 291/	2,035 291/	1,526	300 (1942)
Maize	1,685	1,731	1,527				947	587	1,046	1,177	1,210 291/		109 (1937)
Barley	540	555	563				364	355	399	346	429 291/		25 (1937)
Rye	521	464	447				263	289	216	241	550 291/		50 (1942)
Meslin	404	258	198				238	145	130	---	55 291/		
Oats	369	355	274				161	98	138	150	187 291/		3, 4 (1937)
Rice	14	19	20				17	21	28 297/	---	---		10 (1942)
Millet	14	11	--			124 296/	4	1	---	---	---	45 296/	
Fodder:													
Vetch, alfalfa, etc.	659	670					564	409					
Hay	---	---					750	750				550 299/	13 (1938)

* Figures for the year 1941 under footnote 291 include the Dobrudja production. 1942 figures include Macedonia and Thrace.

** Figures are given for the most recent average year available.

Table 11 (cont.)

	Acreage (in thousand acres)						Production (in thousand tons)						Approximate export-surplus** (1,000 tons)
	1937	1938	1939	1940	1941	1942	1937	1938	1939	1940	1941*	1942	
Industrial Crops:													
Total	802	866 291/											
Sugar Beets	26	29			47 293/	69 296/	231	142			255	264 290/	
Sugar	(26)	(29)			(47)	(69)	31	23	38		46	44 299/	4(1941) usually none.
Tobacco	96	77	105	130	213	204	39	29	39	51 291/	80	69	38(1939) out of stock.
Cotton	126	136	117	124	148 293/	153 296/	11	8	12	17 291/	22	48 299/	
Hemp	20	25	23		76 295/	48 299/	5	5	7		15 295/	8.2 299/	4 (1941)
Flax	10	8	9				0.6	0.3					
Hemp Seed Cotton " Rape " Linseed	166 294/	222	207				33	43	63				
Rape only							3.1	23	34	9.3	44 291/		6.6 (1939)
Sunflower Seed	444	468				494 295/	180	129	210	187 291/	242 291/		(3(1939) Oil (24(1939) Seed (34(1941) By Prod. 55 299/(1941)
Soy Beans	30	31			99 290/	173 290/	13	7	23	30	83 291/		
Aniseed Fennel	5	6					1.4	1.2					0.9 (1939)
Poppy Seed	2	2					0.3	0.3					
Opium	(2)	(2)					11,902 lb.	12,563 lb.				132,277 lb. 299/	
Sesame	1	4	2				1.5	6.2	2.9				
Peanuts	7	6					3	2					
Olives												11 299/	
Olive Oil												1.2	
Mulberry Leaves	11	9					Leaves 45	Leaves 22	Cocoons 2.6	Cocoons 2.5	Cocoons 3.6		
Roses	14	14					Petals 12	Petals 9	Oil in lbs. 3,520	Oil in lbs. 6,700	Oil in lbs. 3,500	Oil in lbs. 2,000	14(1939) Pulp 3tons (1939) Oil

(7606)

Table 11 (cont.)

	Acreage (in thousand acres)						Production (in thousand tons)						Approximate export-surplus** (1,000 tons)
	1937	1938	1939	1940	1941	1942	1937	1938	1939	1940	1941 *	1942	
Food crops: Total	499	503											
Beans	235	249					61	10		83	70 297/		24 (1937)
Melons	136	137											
Potatoes	54	49	50	54	61	150	161	68	110	139	276 290/	880	0.2 (1939)
Lentils	14	14	49				4	2					0.5 (1937)
Onions	14	12)					69	42					3.5 (1939)
Peppers	13	14)					86	94					0.9 (1939)
Cabbage	8	6)	73 289/				129	80					
Tomatoes	6	4)					77	60					a/8 (1939)
Peas	6	3)					3	2					
Others	15	13)					59	53					
Fallow	1,094	1,185											
Fruit crops:													
Pears	4	5					2	2					121(1941)299/ Fruit pulp of all kinds.
Apples	20	30					9	24					16.5 (1939)
Plums	43	38					10	52				132	(2.8(1939) Marmalade (11 (1939) Prunes (9 (1939) Pulp
Vineyards (Grapes)	276	284				326 299/	502	679	650 297/	606 291/		660	351 (1940) 297/
Table grapes	-	-					121	132					(56 (1939)
Wine (in 1,000 gal.)	-	-					38,200	61,700	58,100			66,044	(10 (1939)297/ Pulp 10,035(1940)
Strawberries	4	6	7.7 299/	17 299/			8	16	21 299/	38	77 297/		2 (1939)

a/ Tomato paste 0.9 (1939)

Table 12

MINERAL PRODUCTION[300]
(in tons)

	Peak production		Latest figures	
	Quantity	Year	Quantity	Year
Copper ore (about 10% Cu)	39,161	1926	220 [301]	1937
Lead ore (about 50% Pb)	12,355	1926	364 [301]	1937
Copper and lead ore	18,501	1927	142	1936
Zinc Blende (18% Pb, 10% Zn, 5% Cu)	16,268	1928	3,141	1935
Manganese ore (about 40% Mg)	9,845	1918	6,061	1940
Iron ore	13,136	1937	13,136	1937
Hematite (55% Fe)	1,562			
Magnetite (65% Fe)	11,550			
Chrome ore (40-52% Cr)[301]	2,590	1937	2,590	1937
Caolin (Alumina oxide)	6,921	1934	3,910 [301]	1937
Kieselguhr [301]	154	1937	154	1937
Asbestos	116	1933	3	1935
Talc	17	1935	17	1935
Silver, lead, copper [302]	54	1936	54	1936
Rock salt	7,723	1936	7,723	1936

Table 13

FISHERIES 1938, 1939 (IN LBS.) 303/

Principal Fish:	1938	1939
Black Sea Area		
Carp	173,405	345,170
Tunny	2,854,754	1,045,258
Mackerel	292,301	1,185,014
Mullet	878,795	581,633
Herring	353,087	527,144
Others	3,400,862	4,230,455
Total Black Sea Catch	7,953,204	7,914,674
Danube Area		
Sturgeon	96,956	107,443
Sandre	84,851	192,706
Sheat Fish	233,000	150,036
Carp	1,741,788	636,733
Brill	158,654	103,678
Others	1,029,513	963,104
Total Danube Catch	3,344,762	2,153,700
Inland Waters		
Sandre	186,024	180,215
Sheat Fish	45,139	40,688
Carp	43,794	40,234
Others	829,073	762,454
Total Inland Catch	1,104,030	1,023,591
Grand Total	12,401,996	11,091,965

Table 14 a

CITIES WITH ELECTRIC POWER 304/

Cities with electric power sources, according to kva. or hp. capacity, and type of prime mover are as follows:

City	Name of Company	kva. Capacity	Class of Plant
Asenovgrad	"Vutcha"	(10,000 hp.)	Hydro
Burgas	"Svetlina"	-	Bulk**
Dupnitsa	Minucipal	-	Bulk
Gorna Dzhumaia	"	-	Bulk
Gabrovo	"Gramadata"	635	Diesel
"	C. Lulchev	325	Hydro
Haskovo	Municipal	(145 hp.)	Diesel
Kazanluk	"Pobeda"	600/1525	Hydro & Diesel
Kiustendil	Popular Bank	640 (470 hp.)	Hydro
Lom	Municipal	310	Diesel
Lovech	"Osam"	(400 hp.)	Hydro
Orekhovo	"Sluntse"	(180 hp.)	Diesel
Panagiurishte	School board	25	Hydro semi-Diesel
"	"Vutcha"	(10,000 hp.)*	Hydro
Pazardzhik	"Vutcha"	(10,000 hp.)*	Hydro
Pernik	Mines	8,000	Bulk
Petrich	Municipal	25	Diesel
Pleven	Municipal	740	Diesel
Plovdiv	Municipal	-	Hydro
"	"Vutcha"	10 000*	Hydro
Razgrad	Popular Bank	440 (1,410 hp.)	Diesel
Ruse	Municipal	1 260	Diesel
Samokov	"	-	Bulk
Shumen	Popular Bank	535	Diesel
Sliven	"Hadji Dimiter"	760	Diesel
Sofia	Electric Co.	(34,020 hp.)	Steam Hydro
Sofia (Suburbs)	"Granitoid"	(16,800 hp.)	Hydro
Stara Zagora	"Svetlina"	-	Bulk
Vratsa	Popular Bank	375	-
Svishtov	Dr. za Osvetlenie	356	Diesel
Turgovishte	Popular Bank	100	Diesel
Chirpan	Br. Lopatovi	59	Gas generator
Tirnovo	Water Syndicate	308/585	Hydro Diesel
Varna	Municipal	1,580	Diesel
Vidin	"Svetlina"	530	Diesel
Yambol	Municipal	425	Diesel

* All from same plant.

** Bulk denotes plants supplied with power by transmission lines from other stations.

Table 14 b

BULGARIAN-HYDRO-ELECTRIC STATIONS IN USE OR UNDER CONSTRUCTION (1934) HAVING AN OUTPUT OF MORE THAN 200 H.P. 305/

Name of Station	River	Owner of Station and Seat of Business	Projected Output h.p.	Actual Output h.p.	Construction Began	Operation Commenced
Vucha	Vucha	Water syndicate "Vucha" Plovdiv	20,000	10,000	1921	1933
Rila	Rilska	"Granitoid" Co., Sofia	13,500	9,000	1927	1929
Pastra	Rilska	"Granitoid" Co., Sofia	16,800	7,800	1922	1925
Simeonovo	Water Pipeline "Rila"	Municipality, Sofia	15,000	9,000	1926	1927
Bojana	Water Pipeline "Vitosha"	Electric Supply Co., Sofia	2,000	2,000	1922	1923
Mala-Zerkva	Water Pipeline "Rila"	Municipality, Sofia	12,000	6,000	1932	1934
Pantcherovo	Iskar	Electric Supply Co., Sofia	4,400	4,480	1898	1900
"Pobeda"	Enina	"Pobeda" Co., Kasanluk	700	700	1912	1912
Rositsa	Rositsa	Water syndicate "Rositsa", Sevlievo	740	740	1922	1927
Sini-Vir	Yantra	Water syndicate "Yantra", Tirnovo	280	280	1923	1925
"Peeff"	Iskretska	Peeff Co., Svoge	285	285	1928	1928
"Luleff"	Yantra	Hr. Luleff Co., Gabrovo	400	400	1908	1910
Kalomen	Yantra	St. H. Dimitroff, Drenovo	300	300	1929	1930
Beroff	Yantra	Iv. H. Beroff Co., Gabrovo	240	240	1906	1906
"Osam"	Osam	Water syndicate "Osam", Lovech	400	400	1924	1926
Karlovska	Stara-Reka	Karlovo Municipality	1,625	1,625	1925	1927
Osogovo	Bistritsa	Popular Bank "Osogovo", Kiustendil	760	760	1926	1927
		Total	89,430	53,930		

Table 15 a

BLACK SEA SHIPPING (1939)306/

Ports	Steam or motor driven ships		Net registered tons		Cargo		Passengers	
	Arrived	Departed	Arrived	Departed	Discharged (tons)	Loaded (tons)	Arrived	Departed
Akhtopol	366	365	26,766	26,746	323	5,366	641	718
Balchik	-	-	-	-	-	-	-	-
Burgas	3,854	3,857	783,304	784,087	123,110	203,611	14,658	14,163
Bela	404	404	56,206	56,199	-	10,397	1,042	1,210
Varna	926	916	668,655	661,720	113,508	129,676	11,581	22,693
Kavarna	-	-	-	-	-	-	-	-
Nesebur	594	594	59,796	59,715	82	2,708	1,921	2,078
Pomorie	468	466	57,718	57,883	1,124	1,067	1,569	1,834
Primorsko	209	209	4,992	4,981	99	8,010	-	-
Sozopol	1,976	1,963	85,767	85,526	893	6,943	8,158	9,529
Tsarevo	514	517	33,372	33,627	1,128	5,676	388	480
Total	9,311	9,291	1,776,576	1,770,484	240,267	373,453	39,958	52,705

(7606)

Table 15 b

DANUBE SHIPPING - 1939[307/]

Ports	Steam or motor driven boats and barges		Net registered tons		Cargo		Passengers	
	Arrived	Departed	Arrived	Departed	Discharged (tons)	Loaded (tons)	Arrived	Departed
Archar	531	531	56,917	56,776	412	1,553	2,030	2,459
Boril	595	599	50,006	50,314	140	4,128	4,131	4,476
Vadin	443	443	33,968	33,968	90	278	3,106	3,489
Vidin	1,102	1,106	212,844	213,925	8,117	9,823	11,960	16,615
Kozlodui	609	612	51,399	51,793	736	3,553	3,582	4,180
Lom	1,942	1,964	423,063	431,083	75,468	38,314	16,795	20,165
Nikopol	673	675	51,671	52,174	779	5,363	8,076	7,710
Orekhovo	921	912	160,553	159,243	3,156	3,474	10,027	11,868
Novo-selo	37	37	8,340	8,340	-	5,853	68	88
Ostrov	467	466	41,351	40,870	15	2,488	3,391	3,639
Ruse	4,840	4,809	770,243	766,922	125,582	57,259	26,306	24,116
Svichtov	1,335	1,335	297,080	299,581	30,334	42,439	14,319	16,170
Silistra	-	-	-	-	-	-	-	-
Somovit	1,160	1,160	224,823	222,641	20,411	12,423	10,566	7,286
Tutrakan	-	-	-	-	-	-	-	-
Tsibur	520	520	47,384	47,383	187	4,643	3,893	4,243
Total	15,175	15,169	2,429,642	2,435,013	265,427	191,591	118,250	125,504

(7606)

Table 16

RADIO-TELEGRAPH AND BROADCASTING (1941)307/

	Call letters	Transmission wave length	Reception wave length range	Transmission frequency	Reception frequency range	Power	Location
Radio telegraphy	LZA	20.04 m.	-	14,970.0 kc.	-	-	Sofia (Kurilo)
	LZB	40.21 m.	-	7,460.0 kc.	-	-	Sofia (Kurilo)
	LZC	29.08 m.	-	10,315.0 kc.	-	8 kw.	Sofia
	LZS	2,850.0 m.	-	105.26 kc.	-	13 kw.	Sofia
	LZJ*	1,154.0 m. 1,056.0 m. 900.0 m.	3,000.0 m. to 174.4 m.	260.0 kc. 284.0 kc. 333.0 kc.	100.0 kc. to 1,710.0 kc.	1 kw.	Sofia (airport) 23°12' E. 42°46' N.
	LZY	Same as LZJ	Same as LZJ	Same as LZJ	Same as LZJ	0.25 kw.	Burgas (airport) 27°30' E. 42°34' N.
	Point Caliacra Radio Beacon**	970.0 m.	-	309.27 kc.	-	-	Point Caliacra 28°30'30" E. 43°21'45" N.
Radio broadcasting	"Radio Sofia"***	352.9 m.	-	850 kc.	-	100 kw.	Sofia (Vakarel) 23°42'15" E. 42°34'00" N.
	"Radio Varna"***	235.1 m.	-	1,276 kc.	-	2 kw.	Varna - 26°53'30" E. 43°13'45" N.
	"Radio Stara-Zagora" ***	214.1 m.	-	1,402 kc.	-	2 kw.	Stara-Zagora -25°42'30" E. 42°23'40" N.

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* LZJ and LZY serve the needs of Bulgarian aviation.

** Frequency modulation 880-1,200; range, 100 nautical miles; transmits signal Z at intervals.

*** New broadcast frequencies, assigned at the International Radio Conference at Montreux in 1940, have not been used.

Table 17

POSTAL SYSTEM (1939) 308/

Post Offices:

Regular Postal Stations	650
Telegraph-Post Stations	156
Postal agencies and travelling postal service units . (Contracts bid for by individuals and firms)	793
	1,599
Post Offices with postal savings branches (one per 9,091 population)	704

Postal Routes:

	Length in miles	Miles travelled
Railroad	2,994	4,106,000
Bus, carriage and on foot	14,712	4,027,247
Electric	5	10,707
Totals	17,711 miles	8,143,954 miles

Mail Handled (in pieces)	Inland	Foreign Incoming	Foreign Outgoing
First Class & Registered Mail	77,948,000	2,967,000	4,574,000
Printed Matter	15,749,000	1,973,000	484,000
Newspapers	84,300,000	2,251,000	1,526,000
Parcel Post Samples and C.O.D.	1,758,515	205,868	123,444
Insured Letters and Packages	361,855	2,996	3,214
Money Orders	1,245,324	4,087	-
Air Mail	none	91,904	150,839
Total	181,372,694	7,495,855	6,861,497

Grand Total of mail handled:

195,230,046 pieces

Appendix B

CHANGES IN PLACE NAMES 309/

1. Cities in Bulgaria (Sept. 1940)

Old Name	New Name	Region (Oblast)
Balbunar	Kubrat	Shumen
Bazardzhik	Dobrich	So. Dobrudja
Darü-Dere*	Zlatograd	Plovdiv
Diovlen	Devin	Plovdiv
Egri-Dere	Ardino	Stara Zagora
Eski-Dzhumaia	Türgovishte*	Shumen
Kavaklii	Topolovgrad	Burgas
Kazül-agach*	Elkhovo	Burgas
Koshukavak	Krumovgrad	Stara Zagora
Lom Palanka	Lom	Vratsa
Mastanli	Momchilgrad	Stara Zagora
Messemvria	Mesebür	Burgas
Orkhanie	Botevgrad	Sofia
Ortakioi	Ivailovgrad	Stara Zagora
Osman-Pazar	Omortag	Shumen
Pashmakli	Smolian	Plovdiv
Philippopolis (Filibe)	Plovdiv	Plovdiv
Plevna	Pleven	Pleven
Rakhovo	Orekhovo	Vratsa
Rousse (Ruschuk, Rouschouk)	Ruse	Shumen
Seimen	Simeonovgrad	Stara Zagora
Sophia	Sofia	Sofia
Stanimaka	Asenovgrad	Plovdiv
Turtucaia	Tutrakan	So. Dobrudja
Vasiliko	Tsarevo	Burgas

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* ü is pronounced as the u in Bulgaria

2. Railway Stations in Bulgaria*

Old	New	Line
Petrich	Petürch	Tsaribrod - Sofia
Chamshadinovo	Verinsko	Sofia - Plovdiv
Stambolovo	Nemirovo	" "
Sarambei	Saranicovo	" "
Tatar-Pazardzhik	Pazardzhik	" "
Papazli	Popovitsa	Plovdiv - Svilengrad
Tirnovo-Seimen (Zlaten Dol)	Zlati-dol	" "
Lukovo	Elin-Pelin	Sofia - Varna
Glogina	Karadzhata	" "
Eski-Dzhumaia	Türgovishte	" "
Preslav	Tsar Krum**	" "
Razdelna	Iovkovo	" "
Popovtsi	Iavorovets	Gorna Orekhovitsa - Stara Zagora
Dzhambazito	Kaloianovets	Plovdiv - Burgas
Asparukhovo	Tsar Asparukh	" "
Kermenlii	Kermen	" "
Devetak	Neichovo	" "

Old	New	Line
Chernevo	Chernograd	Plovdiv - Burgas
Kaialii Station	Bülgarovo	" "
Kaialii (Sugar Refinery)	Kameno	" "
Gol Tupan	Sratsimir	Mezdra - Vidin

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*Arranged according to location on respective lines.

**Preslav is now a station on the branch line south of Tsar Krum.

3. Railway Stations in Territory Acquired Since September, 1940. 209a/

Old Name	New Bulgarian Name*	Line
Rumania		
Harman (frontier)	Kardam	Oborishte - Botevo
Kasüm	General Toshev	" "
Chaïr	General Kolev	" "
Gelendzhik	Pobeda	" "
Bazardzhik (Bazargic)	Dobrich	" "
Yugoslavia		
Srechkovats	Nishava	Dragoman-Bela Palanka
Vel. Iovanovats	Ivanovtsi	" " "
Sopot	Zlatevo	" " "
Dzhurdzhovo Pole	Giurgovo	" " "
Tsep	Dzheb	Gurdelitsa - Skopie
Vladichin Han	Vladishki Han	" "
Lepenichki Most	Lepenitsa	" "
Neradovats	Neradovtsi	" "
Ristovats	Feldmarshal List	" "
Glishich	Simitchievo	" "
Aleksandrovo	Miladinovtsi	" "
Voivoda Mishich	Ilinden	" "
Dushanovets	General Lindeman	" "
Voivoda Putkin	General Zhekov	" "
Skoplje	Skopie	" "
Razputitsa	Strelka	Skopie - Gevgelii
Oreshane	Toma Davidov	" "
Vlakchani	Raiko Zhinzifov	" "
Iezgropoltsi	Polkovnik Drangov	" "
Sveti Georgi	Negotine	" "
Strumitsa	Udovo	" "
Mirovche	Mirovtsi	" "
Dzhevdzhelia	Gevgelii	" "
Orizari	Kirkovo	Veles - Prilep
Voivoda Babunski	Kleinman	" "
Oreshe	Babuntsi	" "
Gostirazha	Krali Marko	" "
Bakürno Gumno	Pere Toshev	Prilep - Bitolia.
Srüptsi	Dame Gruev	" "
Shemnitsa	Poruchik Sugarev	" "
Bitolj	Bitolia	" "

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*Not including minor variation of spelling.

Old Name	New Bulgarian Name	Line
Yugoslavia		
General Hanri	General Zhostov	Skopie - Kachanik
Vuchi Dol	Vŭlchevo	" "
Orman	Gorichevo	" "
General Iankovich	Shar	" "
Gŭrlitsa	Predel	" "
Otavitsa	Matovtsi	Veles - Kochani
Milino	Todor Alexandrov	" "
Dzhumailia	Ortse	" "
Oluich	Krushevtsi	" "
General Kovachevich	Razvigortsi	" "
Zletovska Reka	Zletovitsa	" "
General Hanri	General Zhostov	Skopie-Okhrid (narrow gauge)
Glumchin	Mara Buneva	" "
Greece		
Siderokastron	Demir Hisar	Salonika - Pythion
Serrai	Seres	" "
Xanthe	Ksanti	" "
Komotini	Giumiuldzhina	" "
Dedeagach(Alexandroupolis)	Borisgrad	" "
Pythion	Kuleli-Burgas	" "

Appendix C

ITEMS OF EQUIPMENT AND SUPPLY PRODUCED IN BULGARIA REQUIRING CONSIDERABLE SHIPPING SPACE. 310/

1. Manufacturing Facilities.

a. Fabrication of Motor Parts. Virtually all types have to be imported. Only the main railway repair shops at Sofia, Ruse and Burgas, the "Koralovag" ship and car factory at Varna and several of the larger machine shops in Sofia are equipped to produce motor parts. Locomotive parts and a few simple replacement parts for automobiles and tractors have been produced thus far. Automobile agencies formerly maintained large supplies of parts, but these have probably been used up.

b. Bakery Equipment. None is produced. Baking is done in small stone ovens and the only modern installations are connected with the army garrisons at Sofia, Plovdiv and a few other large centers. Bakery equipment to supply workers in the larger cities is to be installed by 1943. Its value is about $300,000.00.

c. Shoe Repair. No machinery is produced and not more than 20 shops have power-driven equipment. The state prison at Sofia and several army depots have heavy shoe machinery. Shoemaking is still a handicraft.

d. Mechanical Repair. Only simple tools can be manufactured. Heavy equipment and all tools requiring precision work are imported. Most of the existing repair equipment is located at Sofia.

e. Impregnation Equipment. None is produced. Only existing installations are at the "Bakish Co." plant near the main station at Sofia.

Railroad tie impregnation equipment is either a primitive local product or imported. The impregnating plants are at Belovo station on the Sofia-Plovdiv line and at the Ticha factory near Preslav. The creozote method is used on beech ties. Oak ties are used without treatment.

f. Saw Mill Equipment. Saw blades are manufactured on a small scale in foundries all over the country. Water power is used almost exclusively. What little metal machinery there is, is imported. In 1935 there were 146 modern saw mills with 399 circular and 393 band saws. There were also 2,000 water-driven primitive saw mills.

2. Construction Equipment.

No power shovels, graders, tractors or dump-trucks are built in Bulgaria. Most road and construction work is done by hand labor. Heavy road-building equipment owned by the state in January, 1941, consisted of 350 steam or gasolene rollers, 25 stone crushers, 11 compressed air boring machines 10 tractor graders, 100 dump-trucks, and 10 cement mixing and laying combines. 311/ The Pernik mine administration owns at least 20 steam shovels.

3. Transportation Facilities.

a. Harbor Facilities.

(1) Dollies. None have been produced, although the "Koralovag Co." in Varna is equipped to produce light models. Regular shunting engines are used at all ports. The total number of shunting engines in 1938 was 72 (38 of the Tz 3/3 type, 34.76 tons; and 34 of the Tz 5/5 type, 63.36 tons). Most are of German or Czech make. 312/

(2) Cranes. None are made in Bulgaria. The following harbor and port cranes operated in 1937/38: 313/ 2 sling chains (Helling) lifting 330 tons each, located at Varna and Ruse for hoisting ships to repair docks; 2 floating cranes, lifting 27.5 tons each, located at Varna; 15 hand and motor winches, total lifting capacity 107.3 tons.

Winches (1937)

Location	No.	Capacity in tons (each winch)
Total	15	107.5
Black Sea		
Varna	3	10
Burgas	1	11
Burgas	2	7.7
Tsarevo	3	5.5
Sozopol	1	5.5
Akhtopol	1	3.3
Pomorie	1	1.6
Danube		
Ruse	2	6.6
Lom	1 (tractor crane)	11

Cranes are needed so urgently that priority has been given them over locomotives ordered from Germany, and many are presumed to have been installed at Burgas, Varna, Ruse, Lom, Vidin, and Svishtov.

(3) Motor Scooters. The "Koralovag Co." at Varna has the equipment and has built a small number. Most of those in use are either imported or primitive craft with automobile motors.

(4) Barges. Virtually none are built locally. Barges and long boats in service in 1938 were located as follows:

Location	Number	Net Weight in Tons.	Total Weight.
Varna	4	116	464
Burgas	3	116	348
Ruse	8	297 (average)	2,376
Total	15		3,188 tons.

(5) Lighters. Small ships could be built at the "Koralovag" dry dock or the navy shipyard at Varna, but in the past their faciltiies have been used only for repairs. In addition to motor-driven fishing craft, of which there were about 120in 1938, tugs, motor boats and launches were distributed as follows:

Location	Number	Average Net Weight in Tons.	Total Weight
Varna	5	57	285
Burgas	2	69	138
Tsarevo	2	5.5	11
Ruse	5	47	235
Total	14		669 tons

About 100 lighters and barges are reported under constructi in Germany for delivery in 1942.

(6) Dredges. None are produced. Available are two dredges with a 220-ton capacity each, located at Varna, and two with 165-ton capacity at Ruse.

b. Rails and Rolling Stock. All types of rail have to be imported. Locomotives are also imported, and though the "Koralovag Co." at Varna has the facilities to produce light shunting engines, none have been built.

Bulgaria has one government factory at Drenovo and 3 private companies at Varna and Sofia building railway cars, but thus far all iron and steel parts have been imported, and only the bodies have been built in the country. In the past 3 years over $50,000,000 has been appropriated for the purchase of rolling stock, rails, signal installations and other heavy equipment, but there is no record of deliveries. Germany placed an order for 200 freight cars with "Koralovag", but she supplied the axles and frames. 314/

c. Highway Transportation. Except for a small truck and bus body plant in Varna, and several body shops in Sofia, no motorized transportation equipment is produced in the country. About 1,800 truck and 550 bus bodies were built between 1932 and 1939, largely of wood. There are about 750,000 carts of all types which serve as the principal means of Bulgarian highway transportation. The total number of pleasure cars in 1939 was 3,030, busses 753, trucks 2,316, and motorcycles 3,272. 315/

4. Miscellaneous Supplies and Equipment.

a. Rations. Bulgaria produces foodstuffs of all types. The canning industry has developed rapidly and considerable imported equipment is in use. More recently the emphasis has been on dried and powdered foods and fruit and vegetable and fruit pulp put up in large cans and barrels.

b. Gasolene and Lubricants. There are only 3 refineries, all located at Ruse. The two largest have a combined annual capacity of 48,400 tons of crude oil, which they formerly received in barges from the Giurgiu (Rumania) pipe-line terminus, and more recently through a pipe-line laid on pontoons. In 1935 each produced about 4,000 tons of gasolene, 2,000 tons of kerosene, 2,000to of gas and 8,000 tons of residue. The equipment is British and German. All other oil and lubricants have to be imported. Some local grain alcohol and other substitutes are mixed with gasolene. A synthetic oil plant, with a potential capacity of 20,000 tons annually, is under construction at Pernik.

c. Gasolene Storage Facilities. In April, 1942, the storage capacity in Bulgaria was at least 91,330 tons distributed as follows: 316/

City	Owner	No. of tanks	Total Capacity in tons	Capacity of largest in tons	Principal types of fuel
Ruse	"Petrol"	57	17,680	1,500	Fuel oil, gasolene, kerosene.
"	Sugar Refinery	3	9,000	3,000	Diesel oil,
"	"First Bulgarian"	31	5,800	1,200	Fuel oil, gasolene, kerosene.
"	"Svetlina"	-	3,000	-	Diesel oil.
Sofia	"Petrol"	7	420	-	Gasolene.
"	"Benzogas"	4	55	-	Gasolene.
"	Faculty of Agriculture	5	125	25	Light oil.
"	"Boiadzhiev"	6	60	10	Gasolene.
"	"Napred"	-	120	-	Gasolene, kerosene.
Burgas	"Petrol"	11	17,670	1,500	Gasolene, kerosene.
"	"Boiadzhiev"	2	160	80	Gasolene.
Varna	"Petrol"	3	670	-	Fuel oil, gasolene, kerosene.
"	"Dimanov"	3	30,000	10,000	Light oil (from the Caucasus).
Svishtov	"Benzogas"	7	4,590	2,000	Fuel oil, gasolene, kerosene.

City	Owner	No. of tanks	Total Capacity in tons	Capacity of largest in tons	Principal types of fuel
Svishtov	Agricultural Cooperative	5	290	-	Fuel oil, kerosene.
Lom	"Momchev"	2	30	15	Fuel oil, gasolene.
"	Agricultural Cooperative	4	200	50	Fuel oil.
Somovit	"Boiadzhiev"	4	280	-	Gasolene, light oil.
Plovdiv	"Petrol"	7	570	-	Oil, kerosene, gasolene.
"	"Benzogas"	1	30	30	Gasolene.
Pleven	"Petrol"	2	130	-	Oil, gasolene.
Stara Zagora	"	4	160	40	Kerosene, oil, gasolene.
Gorna Orekhovitsa	"	2	20	10	Gasolene.
Gabrovo	"	3	60	20	Oil, gasolene.
Cherven Breg	"	1	25	25	Diesel oil.
Haskovo	"	2	30	15	Oil, gasolene.
Radomir	"	2	75	-	Diesel oil
Kiustendil	"	1	10	10	- - - -
Dobrich	War Ministry	3	30	-	Gasolene, oil.
"	-	3	30	-	Gasolene, Oil.
	Total	95	91,320 tons		

Military storage tanks to meet the army's peacetime need of 45,000 tons were located in the larger garrison cities. I 1940 underground tanks of 55-ton capacity were being construc ed at Sofia, Sliven, Yambol and other cities. The railroad administration is building lubricating oil and fuel tanks at Makotsevo station, about 15 miles N.E. of Sofia. 317/

d. Gasolene Drums. None manufactured. A few 5-gallon cans are made, but most are imported.

e. Cloth. All machinery is imported. The industry is well developed and supplies all qualities and types of goods for local needs. There are about 500 textile factories

f. Sand Bags. The rope factory at Sofia produces some sacking, but most is still imported.

g. Camouflage Cloth. No information.

h. Lumber and Timber. Western, central and south central Bulgaria abound in forests, 85 per cent of which are hardwood (oak, beech and walnut). 1,151,646 cubic yards of building lumber were produced by Bulgarian saw mills in 1937-38. Good lumber is plentiful, but poor transportation makes much of it hard to get at, and much has to be imported.

i. Telegraph Poles. All are produced and impregnated locally. No special machinery is used.

j. Structural Steel. The "Koralovag Co." at Varna has built about 20 bridge spans up to 60 feet in length. All construction steel is imported.

k. Rails. None are produced.

l. Barbed Wire. Factories at Sofia and Plovdiv supply local peacetime needs, but wire for military use probably has to be imported.

m. Laundry Equipment. There are about 5 well-equipped laundries in Sofia, and one each in the other large cities. All machinery is imported, or substitutes of wood are improvised.

n. Telegraph and Telephone Wire. All must be imported

o. Aircraft Gasolene Tanks. A small aircraft assembly plant and workshop is operated by the Caproni Company at Kazanluk, but all tanks probably have to be imported.

Appendix D
CITIES

1. Sofia

Importance. Capital and largest city of Bulgaria. Chief industrial, commercial, transportation and communications center.

Location. Lat. 42°42'N., Long. 23°20' E. Elevation 1,805 ft. 318/ The city is at the south side of an elliptical plain, 12.5 miles wide (N and S) and 37.3 miles long (E and W) It is built on rolling country and has a wooded hill on the SE side. The rocky slopes of Mount Vitosh (7,500 ft.) come to within 4 miles of the south side of the city. The Balkan range is 7.5 miles to the north. 319/

Description. The city area of Sofia has increased 15 fold since 1880 and is still growing rapidly. The central part, almost entirely rebuilt in the last 15 years, consists of solid brick and concrete, four, five, and six-story government and commercial buildings. The central residential area is now built up almost solidly with white 4 to 8-story reinforced concrete apartment houses which give the city a thoroughly modern aspect. There are also many large government buildings and hotels, completed in the last 5 years. The suburbs spread out in all directions and consist of small one and two-story brick houses. Factories form a ring around the city, with the greatest concentration in the north.

In 1940 there were 986 streets with a total length of 281.5 miles and an area of 5,114,100 sq. yards, of which 1,383,028 were paved with stone.

All streets in the center, as well as the main approaches are paved with yellow brick, granite blocks, or asphalt (a very small number). 320/ With a few exceptions in the central part of the city, the streets are wide. There is a large woods on the SE side, and under the new city plan now in operation, the wooded belt is being continued around the city. A series of suburban business centers are being created. 321/

The city area in 1935 was 11.176 sq. miles. Residential buildings included 29,579 homes and apartment houses, 88 hotels, 43 barracks, 87 hospital buildings and two prisons. Buildings combining both living and commercial quarters were: 296 office buildings; 118 schools; 11 churches; 796 factories, machine shops, mills and bakeries; 2,612 stores; 365 farm-, houses; 815 others. Non-residential buildings comprised the following: factories, workshops, mills and bakeries 1,089; stores 699; farm buildings 517; warehouses 492; office building 183; schools 49; churches 44; others 2,050. 322/

Of the 39,935 buildings in the city in 1935 almost three-quarters were single-story. Classified according to height the buildings numbered as follows: single-story 29,657; two-story 6,981; three-story 752; four-story 752; others 448. By 1942 the number of buildings exceeded 48,000, an average of 10 persons per building.

Wartime conditions have produced a housing shortage, partially mitigated by the forced crowding of the Jewish population. A building program providing for 2,000 residential buildings is to be completed before 1945. The shortage of structural steel and cement is making building difficult. 323/

Climate is characterized by cold, snowy winters and hot summers. Almost invariably rain clouds appear over the mountains from the west and southwest and winter storms come from the northeast. It is often foggy in winter, fall and spring. 324/

Mean annual temperature (1931-35), 50.7°F. (maximum daily mean, 59.2° F.; absolute minimum, -13.6° F.). The hottest and sunniest months are July and August (mean 69.3° F. and mean maximum, 92.3° F.). The coldest, December, January and February (mean, 26.6° F.). Cloudiest months are November, December, and January. Annual precipitation between 1931 and 1935 averaged 23.3 inches. In 1939 the precipitation rose to 30.5 inches, with the maximum in October (4.8 inches) and minimum in February (0.7 inches). The months with heaviest rainfall usually are October and March. In 1939 there were 135 rainy and 55 snowy days. There was a snow cover on 63 days, and frost on 101 days. Prevailing winds are NW, followed by W, E, and S, with 45 per cent of the time calm.325/ Relatively high humidity prevails during spring and fall.

Population. Greater Sofia today has an estimated population of about 480,000 to 500,000 and is considerably overcrowded. In 1934 the figure was 287,092 (329,933 including suburbs), an increase of 86.4 per cent over 1920. A city census in 1939 returned a total of 405,727 for Greater Sofia. The density in 1935 was 25,784 per square mile, but has since increased to about 45,000.326/

In 1934 about 83 per cent (275,533) of the inhabitants were Bulgarian citizens. The citizenship division was as follows: Bulgarians, 275,533; Russians and Armenians, 4,830; between 500 and 1,000 each of Turks, Yugoslavs, Czechs, Hungarians, Rumanians, Italians and Germans (the latter now greatly increased); and about 250 each of Austrians, Albanians, Greeks, Spaniards and French. Of the total, 258,821 spoke Bulgarian as their mother-tongue, 4,200 Russian, 2,900 Armenian, 2,000 German and 3,200 Gypsy. In addition to the Jews, who formed about 10 per cent of the population, there were 4,281 Catholics, 1,531 Protestants, 3,000 Gregorians (Armenian), and 4,615 Moslems. Over half of the people living in Sofia were born outside the city. 327/

Politically the population tends to the conservative bourgeois parties, though all parties are represented. There is a large percentage of potential labor and socialist votes; and in 1933, when the last communal election under the party regime was held, the city government went to the Communists. The citizens of Sofia, more than those of other towns, have lost contact with rural life, and are disliked and mistrusted by the inhabitants of the surrounding villages.

In 1934 about 40 per cent of the inhabitants were gainfully employed. These 133,612 persons were distributed as follows: industry, 41,231; domestic service, about 15,000; transportation, 16,834; state and local administration, 15,331; commerce and banking, 10,452; education and religion, 6,438. 328/

Utilities. Since 1933 Sofia has had a relatively abundant water supply, piped from Bel Iskar valley in the Rila mountains, 42.8 miles to the south. The former reservoirs in the Vitosh mountain (Boiana, Vladaia, Bistritza) serve as reserves, and in event of damage to the main line, could meet the needs of the city if water is rigidly rationed during the summer months. During the summer of 1942 a severe drought required such rationing. 329/ A large dam under construction in 1938 near the source of water supply at Mala Tsurkva village was to assure a flow of 400 gallons per second during the entire year and increase the electric power output. 330/

Electric light and power are abundant and are supplied by the hydroelectric plants at Mala Tsurkva (6,000 h.p.) and Simeonovo (9,000 h.p.) on the Rila water line, at Boiana (2,000 h.p.) and Pancherevo (4,500 h.p.). A thermal plant at Kurilo (13,020 h.p.) takes over part of the load during a drought. The capacity of the four hydroelectric plants is 33,400 h.p. In 1938 they operated at 21,400 h.p. 331/ Consumption of electricity in 1935 totaled 41.5 million kw.h. Consumer voltage was 150 volts, 3 phase without neutral (50 periods). 332/

The "Granitoid" Cement Company's two hydroelectric plants on the Rila river near Dupnitsa, with a total of 16,800 h.p., supply the Sofia suburbs and can supplement the city supply if converted from 230 to 150 volt A.C. current. The capacity of these plants is 30,300 h.p. 333/ In addition, there are many factories in and near the city with Diesel or bulk power plants, with a total capacity of 21,700 h.p. A severe drought, such as occurred in 1942, jeopardizes the power supply. 334/ There is no gas in the city and heating is by coal, wood, and coke.

Sofia, in contrast to other cities, has one of the most modern and efficient fire departments in Europe.

Artificial refrigeration is adequate and even smaller commercial establishments now have cooling facilities.

Industry. Sofia is the center of a great variety of large and small industries, mostly government protected, and over 60 per cent of the country's industrial life is centered there. Perhaps most important are the 35-odd metal factories and machine shops which make everything from locomotive boilers (3) to pins in small quantities. This branch of industry is not large, but the variety of available equipment is of significance for repairs. Largest factories are for sugar, bricks (2), ceramics, glass and cement (10), and beer (2).

Next to Sliven and Gabrovo, Sofia is the largest textile center. Of the 43 factories, 5 produce wool and cotton cloth, 2 silk, 4 knit goods, 2 cotton yarn, 1 rope and 29 other textile products. In addition, Sofia produces dairy products, flour and other foods (31 factories), chemicals (13 plants), furniture and other wood products (7 factories), alcohol, rubber products (2), macaroni, margarine and vegetable oils, and preserved meats. The tobacco industry comprises 16 factories and warehouses. At Kostinbrod Station, 9.1 miles west of Sofia, are large soap and chemical factories. The rubber goods plants are now engaged in expansion to permit the production of 600 tons of synthetic rubber from ethylene. 335/

Supplies. As chief commercial and export center, large stores of goods and foods are generally available. Supplies of importance are wheat and flour, and a large cement storage bin located immediately south of Poduene station. Brick factories and concrete pipe supplies are south of the city. Seven oil storage tanks of the Petrol Company, with a 420-ton capacity, are near the main station. Other oil storage tanks (16) have a total capacity of 360 tons.336/

Abundant coal supplies are normally kept at the station and at several points on the "loop" railroad line, particularly on the south side of the city. Unlimited coal is available at the Pernik mines, about 17 miles WSW. Largest food supplies are generally kept in the warehouses of the two large cooperative chain stores, both located in the center of the city. The municipal quarries at Vladaia, about 9 miles SW, supply paving stones and other building materials.

An average of 15,000 tons of meat is prepared annually at the municipal slaughter house on the NE side of town, where leather and leather goods are also produced. Fruits and vegetables generally come from the Plovdiv region, but eggs, dairy products and some grain are available from surrounding villages. 337/

The municipal market is well organized and supervised, as is the municipal milk distributing center.

Highway Connections. Seven important highway arteries radiate from Sofia:

(1) The International Highway to Belgrade runs NW by W, past the Bozhurishte airport (7.5 miles) to the old frontier at Tsaribrod (38 miles). It is good macadam, with at least 8.7 miles paved with granite blocks.

(2) A highway crossing the Balkan Mountains into N Bulgaria runs NNW from the main station and passes through the Ginski Pass to Berkovitsa (50 miles) and Vratsa (74.6 miles).

(3) A second highway to N Bulgaria runs E by N from the Poduene station to Sarantsi village (25 miles), where it turns north through the Orkhanie pass to Lukovit (73 miles), then E to Pleven, Ruse and Varna (275.9 miles). The highway is fairly good macadam.

(4) At Sarantsi Village (see highway 3) a road continues E into the Sub-Balkan valley to Karlovo (93 miles), Kazanluk (127.4 miles), Sliven and Burgas.

(5) The highway to Plovdiv (97 miles; continuation to Burgas (278 miles), runs ESE through Vakarel, Ikhtiman and Pazardzik. It is part of the international highway and is well paved.

(6) About 6 miles E of Sofia the highway to Samokov (37 miles) branches off from the Plovdiv road to the SE and S through the Isker River gorge.

(7) A seventh artery runs SW then S through the Vladaia pass to Pernik (17.4 miles), Dupnitsa (62 miles), and other towns in SW Bulgaria. Beyond Pernik it has only a fair macadam surface. 338/

Transportation. Intra-urban: Sofia has the only electric street car system in Bulgaria. In 1939 its length was 50 miles, with 108 relatively modern motor cars and 75 trailers, and it transported 61.5 million passengers. 339/ The street car network runs radially from the center of the city and is efficient. Overhead wires with 550 to 600 v. D.C. are used.

A supplementary bus network in 1939 was 10 miles long, served by 14 buses on 8 lines and transporting 2,361,481 passengers. German Diesel buses (Mercedes) purchased in 1935 and 1939 were in use. Due to population growth, network expansion is being carried out. 340/

Private cars and taxis totaled not more than 2,000 in 1937, largely of low-priced American make. Newer cars are German (Opel, Austro Daimler, Steyer, Mercedes, Adler) and Italian (Fiat). There are relatively large numbers of motorcycles and bicycles. Horse-drawn carriages have replaced many taxis since 1939. There are 32 large garages and many smaller repair shops located chiefly on Rakovska and Maria Louisa streets. A 25-truck garage and repair shop was built at the Sofia railway station in 1941. 341/

Interurban transportation consists of bus lines operating two or more times a day to Samokov, Bansko, Nevrokop, Dupnitsa, Kiustendil, Skopie, Breznik, Ferdinand, Vratsa, Lovech, Gabrovo, Troyan, Karlovo, Botevgrad, Etropole, Teteven, Salonika, Kavala, and Petrich. Local interurban trolley lines run to Kniazhevo, Boiana and Nadezhda. Diesel and electric trains run to the bathing resort of Bankia. Service on all lines has been greatly curtailed because of gas and rubber shortages.

Railways. As Sofia is the hub of the Bulgarian railway system, regular connections are available to all parts of the country. Trunk lines run to Tsaribrod (Yugoslav frontier, 39.3 miles), Varna (336.3 miles), Svilengrad (Turkish frontier, 185.8 miles), and Dupnitsa in SW Bulgaria (56.4 miles); there are through trains to Ruse (253 miles), Burgas (319 miles), Lom (128 miles), Vidin (166 miles), Gorna Dzhumaia (77.7 miles), and Kiustendil (62 miles).

The largest railway yards and repair and construction facilities in Bulgaria are at the main station. Trains leave from the main station, Poduene station in the N, and Serdika station on the west. There is a loop railroad serving industrial areas, which has 6 stations. 342/

Air Transportation. Sofia with its main airport at Bozhurishte, 6.2 m. to the west, is on the international lines from Berlin, Rome, Belgrade, Bucharest, Salonika and Athens. Formerly there was service to Istanbul, and in 1940/41 there was a line to Kherson, U.S.S.R. In 1940 five airlines made 1,743 flights, chiefly on the Belgrade-Sofia-Salonika line, and carried 7,914 passengers. There were 789 flights to and from Belgrade, 721 to and from Salonika, 181 to and from Bucharest, and 52 on the Sofia-Kherson line. 343/ Local service to Burgas and Varna has been reported since 1940. The Bozhurishte airport has modern facilities for day and night landing. It has four sheds (217 x 74 feet each) and complete repair facilities. 344/

A new airdrome has been constructed in the angle between the Isker river and the Karlovo highway 6 miles E by N of the city, S of Vrazhdebna village. It measures 4,800 by 5,400 feet. A super-highway was to connect the city and airdrome. 345/ The Bulgarians used it as a training center. The Germans are reported using it as a distributing base for new aircraft. It has at least 4 hangars in addition to other buildings, repair shop and underground fuel storage.

Communications. All communications center in Sofia. The city has over 14,500 telephones, of which 6,000 are automatic dial phones, served by 7 separate centers. The network is to be expanded to 29,000 phones by the end of 1943. Trunk lines connect with all principal Bulgarian and foreign cities. Service on interurban calls takes an average of 30 minutes, but high frequency trunklines are being installed to remedy the situation. 346/

Telegraph trunklines radiate from Sofia to all parts of the country and 4 stations transmit radio telegrams. (See Appendix A, table "Radio") There is a 100 kw radio broadcasting station with a transmitter at Vakarel.

Health and Sanitation. Sofia has a relatively healthy climate during most of the year, but excessive moisture in the fall and spring brings a tendency toward influenza, scarlet fever, meningitis and, to a small extent, diphtheria and typhoid fever epidemics. Diphtheria and scarlet fever led with 2.3 and 4.2 cases per 1,000 population in 1939. The death rate from infectious diseases was 3.7 per cent. Most deaths in 1940 were caused by heart trouble, followed by pneumonia, tuberculosis and cancer. 347/

The largest hospitals and the most extensive medical equipment are located in Sofia. The "Alexander" State Hospital, with over 1,300 beds, has separate buildings for its children's, psychiatric, contagious, tuberculosis, and general divisions, and is located on the SW side of the city. The Red Cross, City, Worker's, Army, Clementina, and "Russian" hospitals all have 200 beds or more. An additional 24 clinics and private hospitals have from 25 to 100 beds each There are a total of 87 hospital buildings. 348/ The city in 1936 had 54 completely equipped pharmacies. 349/ The state university has a medical school and several clinics. About 210 schools and barracks buildings and 30 large hotels can provide emergency hospital space.

The sewer system is relatively modern and efficient in the city proper, and is keeping up with suburban growth. There is no sewage disposal plant, and all sewers are led into the Iskar river about 6 miles SE of Sofia. Sanitary inspection of milk, livestock and other farm produce entering the city is very thorough and the isolation of contagious cases is strictly enforced. Sofia is kept cleaner than most European and many American cities and many streets are washed nightly. Five curative mineral baths are located in and around Sofia. 350/

Municipal Government. All central administrative divisions of the national government are located in Sofia. They include the Court, the Ministerial Council, and the 10 ministries with their respective subdivisions and agencies. The city is also center of the 7 oblast (regional) governments. Sofia is governed by an appointed mayor and chief of police, an elected city council, and a mixed civil service and appointed administration.

City government under its present mayor, I. Ivanov, an engineer, has been highly efficient and progressive. The oblast director is General Hristo Geredzhikov, and the chief of the fire department is G. Zakharchuk.

Newspapers. About two-thirds of all newspapers and other printed materials in Bulgaria are published in Sofia. The eight daily papers are as follows:

Name	Circulation	Time of Publication.	Editor	Political Orientation
Zora	60,000	a.m.	Donail Krapchev	Independent, conservative.
Utro	70,000	a.m.	St.D. Tennev	Independent, sensational, pro-Axis.
Zaria	15,000	a.m.	--	Independent, conservative.
Dnes	40,000	noon	F. Panchev	Organ of the government.
Dnevnik	15,000	noon	S. Naumov	Independent, sensational.
Mir	20,000	p.m.	C.D. Burzitsov	Organ of Petko Stainov, opposition leader.
Slovo	25,000	p.m.	T. Kozhukharov	Organ of Alex. Tsankov (Fascist).
Vecher	20,000	evening	Nikolov	Organ of the government.

Duga and Posledna Poshta are published on Mondays only and Vestnik na Vestnitsite is published on double holidays. In addition, there are several semi-official foreign language propaganda newspapers. All Sofia newspapers are distributed by one agency, handling 325,000 copies daily. Strict Bulgarian and German censorship prevails. 351/

Director of the Sofia press bureau is Dr. Nicolaev; chief of the foreign correspondents club is V. Tachauer; and president of the Bulgarian journalists association is G. Belchev. 352/

Leading Personalities. The Bulgarian Cabinet as of September, 1942, was as follows:

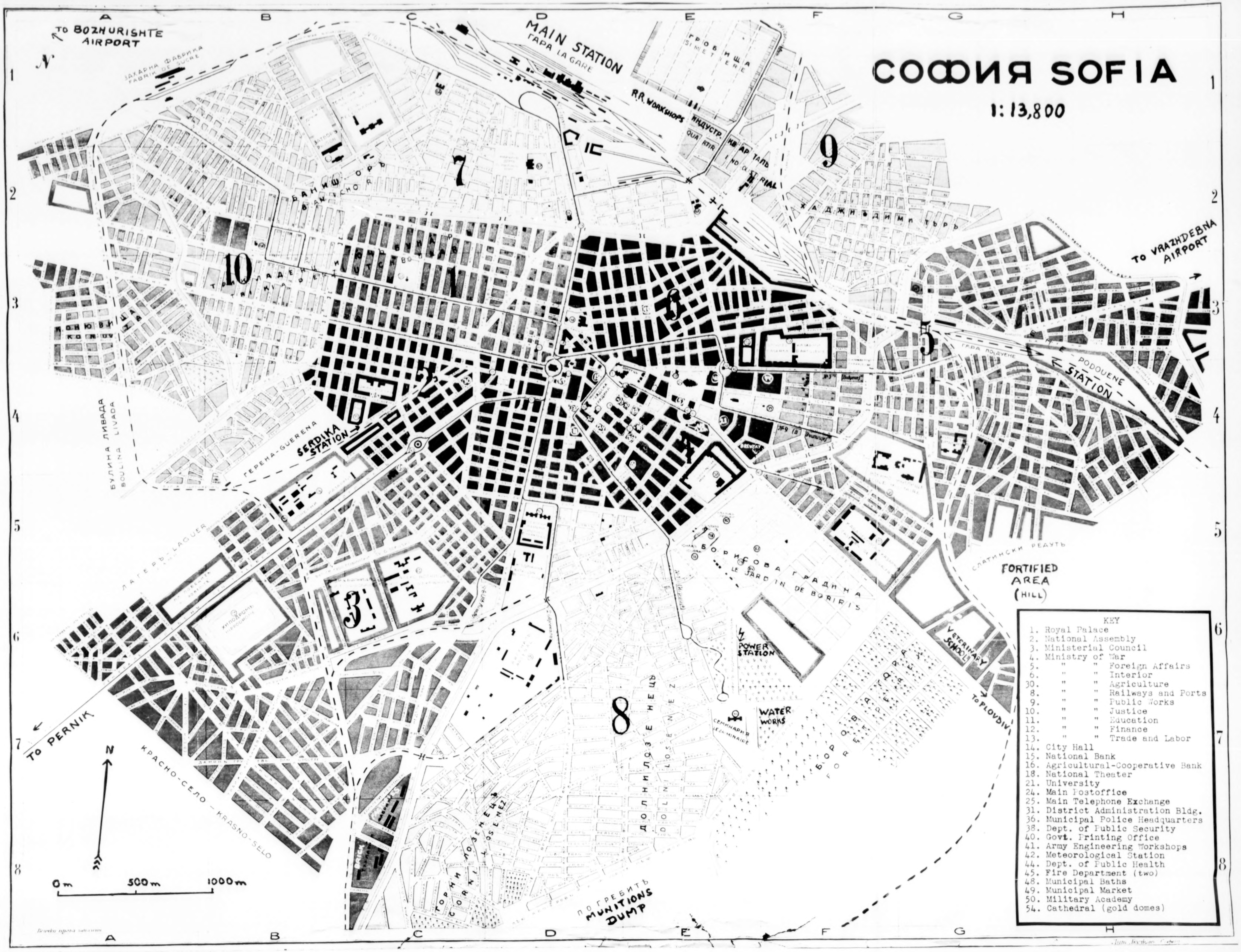
Premier and Minister of Foreign Affairs	Prof. Bogdan Filov
Minister of Interior	Peter Gabrovski
Minister of War	Lieut. General Mikhov
Minister of Education	Prof. Boris Iotsov
Minister of Finance	Dobri Bozhilov
Minister of Public Works	Dimiter Vasilev
Minister of Justice	K. Partov
Minister of Trade	N. Zakhariev
Minister of Railroads	Vasil Radoslavov
Minister of Agriculture	Hristo Petrov

Military Considerations. Sofia is ringed by low fortified hills, strongest E and W. It is headquarters of the First Army under General Nakov (Oct., 1942), including the 1st and 17th divisions, a mechanized brigade, a frontier guard brigade, artillery, cavalry, and engineering divisions. The military academy, reserve officers and aviation training schools and other specialist schools are also in Sofia. A large Italian-owned company, Montecatini-Amonal, produces explosives, and the old arsenal produces gun powder. Three underground munition dumps are located (1) at the Slatina Redoubt, (2) at the SE corner of the Boris Park on the road to Dragalevtsi, and (3) W of the road to Boiana, one mile NW of the village, in the side of a hill. 353/

Due to its large size, the following document has been filmed in segments. The order of the segments is as follows: left to right, top to bottom.

СОФИЯ SOFIA

1: 13,800



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MAIN STATION
ГАРА LA GARE
ГРОБИЩА SIMETIERE
R.R. WORKSHOPS
ИНДУСТР. КВАРТАЛЪ
INDUSTRIAL QUARTIER
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БАНИШОРЪ
ХАДЖИ ДИМИТЪРЪ
TO VRAZHDEBNA AIRPORT
ГАРА ПОДУЕНЕ
PODOUENE STATION
SERDIKA STATION
ГЕРЕНА-GUERENA
БУЛИНА ЛИВАДА BOULINA LIVADA
ЛАГЕРЪ-LAGUER
БОРИСОВА ГРАДИНА
LE JARDIN DE BORIRIS
POWER STATION
WATER WORKS
СЕМИНАРИЯ LE SEMINAIRE
FORTIFIED AREA (HILL)
СЛАТИНСКИ РЕДУТЬ
VETERINARY SCHOOL
TO PLOVDIV
TO PERNIK
КРАСНО-СЕЛО - KRASNO-SELO
ДОЛНИ ЛОЗЕНЕЦЪ DOLNI LOZENEZ
ГОРНИ ЛОЗЕНЕЦЪ GORNI LOSENEZ
БОРОВА ГОРА FORET
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KEY

1. Royal Palace
2. National Assembly
3. Ministerial Council
4. Ministry of War
5. " " Foreign Affairs
6. " " Interior
30. " " Agriculture
8. " " Railways and Ports
9. " " Public Works
10. " " Justice
11. " " Education
12. " " Finance
13. " " Trade and Labor
14. City Hall
15. National Bank
16. Agricultural-Cooperative Bank
18. National Theater
21. University
24. Main Postoffice
25. Main Telephone Exchange
31. District Administration Bldg.
36. Municipal Police Headquarters
38. Dept. of Public Security
40. Govt. Printing Office
41. Army Engineering Workshops
42. Meteorological Station
44. Dept. of Public Health
45. Fire Department (two)
48. Municipal Baths
49. Municipal Market
50. Military Academy
54. Cathedral (gold domes)

2. Burgas

Importance. Bulgaria's most important commercial port, handling 25 per cent of Bulgaria's foreign trade and serving the grain and tobacco areas of southern Bulgaria. Important for Turkish trade with Europe. Center of fishing and flour milling, as well as of other industries. Fitted out as a naval base.

Location. Lat., 42°29' N.; long., 27°29' E. Elevation, 20 to 50 ft. The city is built on a strip of land between the sea and two marshy lakes, at the W end of Burgas bay. The bay itself is 7.5 miles wide and 9.3 miles deep. North of the city is Atanaskioi lake; W is Vaiakioi lake, and SW is Mandra lake. All three are, for the most part, salt marshes, which are being gradually reclaimed or used in salt production. The lakes spread out fan-wise to the NW and SW of the city.

The north shore is high but relatively level, with wide beaches, while the south shore has three hilly, wooded peninsulas jutting out to the N, with several small islands in front of them. The hinterland is level and marshy with occasional hills or dunes. 354/

Description. The city is bordered on the west by Vaiakioi lake, on the south by the port, and on the east by the bay. To the north it almost reaches Atanaskioi lake. A circle where 8 streets join is located in the middle of the city. West of it, streets are wide and straight and paved in macadam. East is the older main section with more irregular but better stone-paved streets.

Residential houses are largely 2-story brick; commercial buildings are 3 and 4 stories high, also of brick. Larger buildings are the new city hall, the state hospital, the station with a high square tower, 2 large high schools, the army barracks, and 4 large hotels.

A park situated on a high bluff extends along the east side of town and overlooks the bathing beaches. A large modernistic casino, built on the bluff, is visible from the sea.

The main artery is the wide Aleksandrovska street, which runs NNW from the station. See attached city plan. 355/

Climate is a combination of Mediterranean and continental with mild winters. Yearly mean temperature averages 54° F. The mean of the coldest month (January) is 33° to 41° F., and of the hottest (July) 73° to 77° F. The temperature goes above 77° F. on an average of 100 days a year.

Yearly precipitation averaged 28 inches between 1931 and 1935, with December and July the wettest months. The driest month is usually April (0.4 inches). There are an average of 100 rainy and 20 snowy days, with snow covering about 15 and frost about 60 days. 356/

Prevailing wind is W during the winter and E the rest of the time, with frequent N winds throughout the year. Only 8.8 per cent of the time is calm. 357/

(7606) Population. In 1939 the population was about 51,000.

The 1934 census returned a total of 36,230, of which 34,173 were Bulgarian subjects, 1,419 Russian and Armenian, and 400 Greek and Turkish.

Religious groups were: Bulgarian Orthodox, 31,523; Armenian (Gregorian), 1,738; Moslem, 1,631; Jewish, 992; Catholic 169; Protestant, 163. About 20 per cent of the people were refugees, including Bulgarians born in Greece, Turkey or Yugoslavia; Russians and Armenians. 358/

The occupational division of the active population between 1926 and 1934 was approximately as follows: 359/

Commerce	2,200
Farming and gardening	1,800
Shipping, transport and communications	1,500
Administration and army	1,400
Clothing and shoes	1,000
Food and beverage industries	900
Metallurgy	700
Construction	650

Increases since 1934 are largely in shipping, food industries (milling and canning), and construction. The majority of the male population in the coastal and lakeshore villages and towns near Burgas are engaged in fishing during parts of the year.

Industry. Industry has been overshadowed by commerce, as Burgas handled 27 per cent of the nation's total imports and 25 per cent of the exports (1938). There is an important grain and stock exchange. Burgas has the largest flour mill in the Balkans, in addition to vegetable oil, chocolate (2), sugar (at Kameno), soap (2), fish canning and brick factories, a nail factory, and several small metal works. There are 55 cylinder, 233 modern wheel, and 318 primitive wheel mills in the Burgas area. 360/

About 90 per cent of Bulgaria's domestic salt supply is produced by evaporation methods in swamps and along the shore north and northeast of the city.

Supplies. As Burgas is the grain center of southern Bulgaria, cereals are available in large quantities. In addition to the grain handled and milled for internal consumption in 1938, there were 32,000 tons stored for export in the special warehouses at the docks. Tobacco (21,000 tons in 1938), dairy products, canned goods, salt (between 50,000 and 66,000 tons yearly), sugar (about 10,000 tons annually), sugar products, charcoal, vegetable oil and oil cake, fresh fruits, vegetables, navy beans, cotton seed, livestock and hides are mong supplies generally available in large quantities. At Bulgarovo (Kaialii), 5 miles NW of Burgas, the State Food Export Monopoly maintains large grain storage bins on a 1.5 mile railro siding. 361/

The catch in the Burgas fishing area in 1940 consisted of about 2,000 tons of mackerel and tunney, and 1,800 tons of other fish. In previous years the total catch had not exceeded 2,500 tons. Part of the fish is dried or canned, but

(7606)

most is shipped inland in refrigeration cars, some of it as far as Berlin. Fishing is strictly seasonal, with migratory fish providing the largest catches during October and November, and again during the spring. Fish breeding is carried on in the lakes. 362/

Coal (lignite) is available from nearby mines. Burgas is a bunkering port, with a depot at the docks. Oil is stored in 13 tanks (largely light oil) with a capacity of 19,631 tons. A 4,000 ton tank was being constructed in 1940. Copper ore from local mines was formerly shipped out here.363/

Utilities. Water and electric installations have been barely adequate. Electric power comes from a Diesel power plant fired by coal from mines north of the city. Plans were being formulated in 1940 to electrify the whole area from a central thermal plant. Several of the factories have their own power. The water and sewer systems cover the whole main city area, but the water supply is inadequate in the late summer months. 364/

Highway Connections. A main highway connects Burgas with Plovdiv (175 miles) via Aitos, Sliven, Stara Zagora and Chirpan. It is level, well kept up, and paved in good waterbound macadam to a width of 19.6 feet. A branch from Aitos runs north to Varna (98 miles), via Provadia. It is also well kept up and well travelled. The 65-mile coast road is first class most of the way, but has a poor middle section virtually impassable in wet weather. The paved portion is 16.4 feet wide and is in poor repair.

Other heavily travelled first class roads are Burgas-Malko Tirnovo (50 miles to the S), Burgas-Sozopol-Tsareva Reka (20 miles SW), and Burgas-Sredets (19 miles). A second and third class highway continues to Tsarevo and Akhtopol (40 miles). This road was in very poor condition, but since the Germans are reported fitting out Tsarevo harbor, it has probably been improved. A good first class coastal road leads NE to Pomorie (12 miles) and Nesebur (24 miles). 365/

Transportation. Most intra-urban transportation is by automobile, truck and cart, except for a railroad spur running from station to bathing beach along the east shore. It is possible to use the regular railroad from the old station to the new, passing along the west and south sides of the city. A 11-mile trolley bus line running north to the Burgas mineral baths was provided for in a 1941 appropriation.366/

There are probably not more than 500 cars and trucks in the city, and local trucking is done by high platform carts. Small motor boats and an 800-ton steamer ply between Burgas and the nearby coastal towns, including Sozopol, Pomorie and Nesebur.

Bus lines run to Malko Tirnovo, Sozopol, Tsarevo, and Varna (via Aitos and Provadia) and several villages. 367/

Railways. Burgas is the terminus of the trunk line from Plovdiv (182 miles). A standard gauge line, just completed, runs northwest from the old station to Pomorie (12.5 miles). There is a narrow gauge line going directly north to the lignite mines at Hodzhilar (about 9.3 miles). Through the junctions at Karnobat (37 miles west) and Zimnitsa (59 miles west) Burgas is connected with northern Bulgaria. 368/ A branch line runs south between Vaiakioi lake and the bay, serving factories and loading docks.

Air Transportation. There is a small civil landing field on the north shore of Burgas Bay, about 5 miles northwest of the city, which the Germans have no doubt improved. It is 2,700 x 1,950 ft., with a good all-weather dirt surface, one hangar, and fuel storage facilities and was used by Aeroput (U.S.S.R.). It is now reported to be a German bomber base. There are seaplane beaching facilities about 1 mile west of the station.

Shipping. Burgas has the best harbor on the Bulgarian Black Sea coast and has become the leading Bulgarian port. It has a daily cargo capacity of about 2,200 tons. Exports shipped from Burgas are tobacco, grain, dairy products, canned goods and other food products, and some copper ore. Imports are metals, machines, textiles, chemicals, colonial products and rubber. At present Burgas traffic is confined to caique and barge traffic in goods bound to and from Germany and Turkey. 369/ For shipping facilities, traffic, and port arrangements, see main section under shipping.

Communications. The city had an automatic telephone system with 664 subscribers in 1938, and served as center for inter-village communications for the Burgas area. Trunk lines ran to Stara Zagora, to Varna (directly and via Aitos and Provadia), to Pomorie and to Tsarevo. Telegraph connections through Aitos and Stara Zagora with the rest of the country are good. 370/

There is no radio broadcasting station, but a French airline company maintained a radio telegraph station, presumably at the airport, northeast of the city. For power and wave length see table 16, appendix A.

Loudspeakers were to have been installed all over the city to replace the town crier and to relay propaganda and news broadcasts. 371/

Health. Because of its many lakes and marshes, malaria was widespread in the whole Burgas area. In recent years, however, the marshes have been drained and breeding places eliminated to such an extent that the city has become a summer resort.

There is a large state hospital with over 200 beds, a small army hospital, 3 or 4 private hospitals with about 100 beds, and an anti-malaria institute. In 1939 there were 60 to 80 doctors, about 20 dentists, 20 medical assistants, and 5 pharmacies. 372/ Elementary school buildings are being used as hospitals for wounded German soldiers from Russia and Africa. 373/

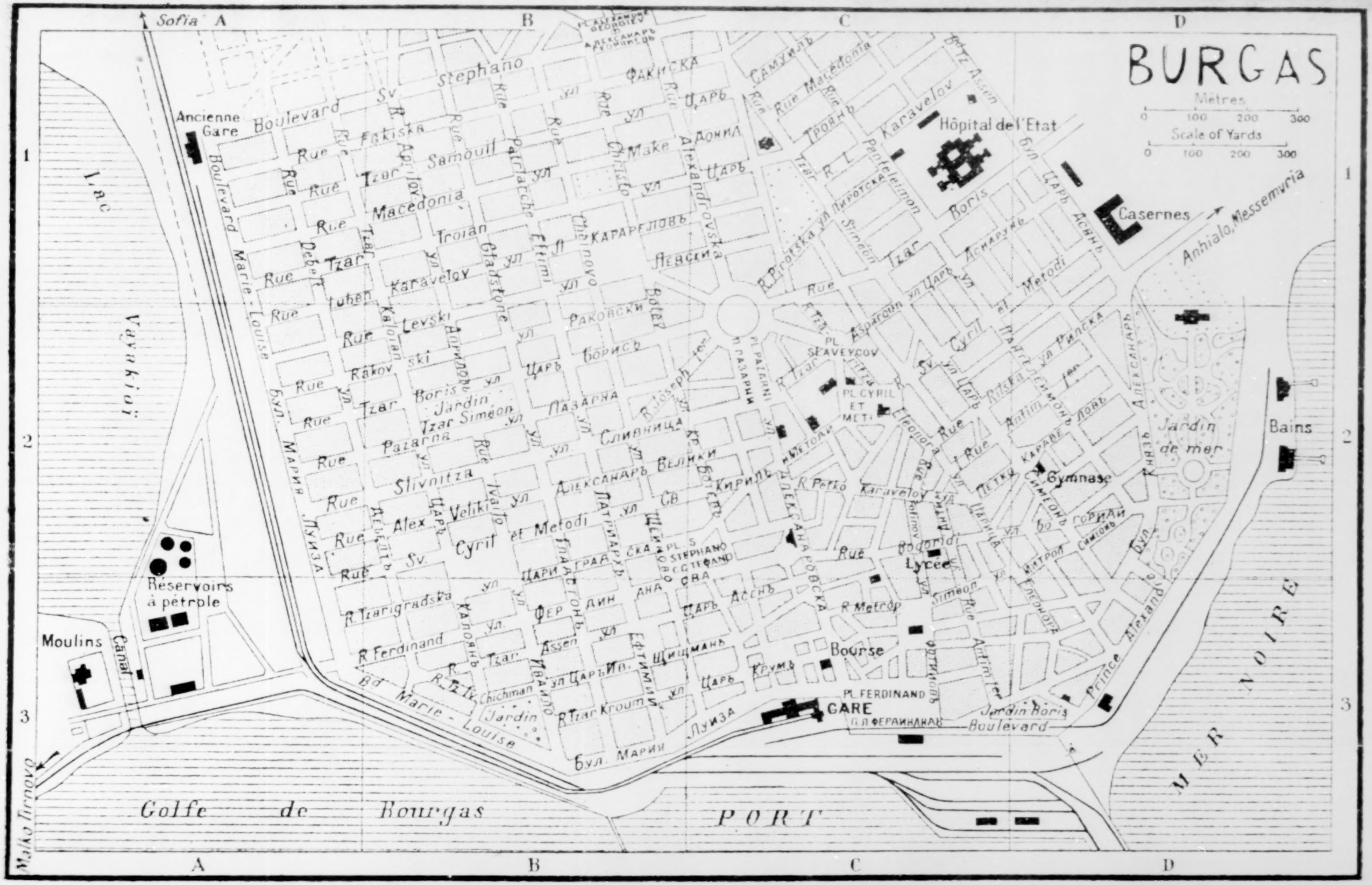
Municipal Government. Burgas is an oblast (region) and Okolia (district) administrative center, the seat of a Region Court. Region director in 1941 was A. Kosarov, and Mayor was Dr. Dianko Pruvchev. Kimon Georgiev, former prime minister, lives in Burgas and operates his salt evaporation plant. There is a concentration camp on an island, St.

Anastasia, southeast of the city, where many former political leaders have been exiled. 374/

Newspapers. Morning daily is Burgaski Far, with 7,000 to 8,000 circulation; Morska Zaria appears at noon in 4,000 copies, and Vecherna Poshta and Posledna Poshta are evening papers with about 4,000 circulation each. 375/

Military Considerations. Burgas is considered of utmost strategic importance to any power wishing to control the Dardanelles. An infantry regiment of the Balkan Division (Third Army), an artillery regiment, the 13th section of the frontier guard, and an unmounted gendarmerie group have their headquarters at Burgas. The regimental barracks are N of the seaside park on the E side of the city. In 1941 the coastal defense consisted of 2 batteries, each with two 8-inch guns, on the N shore; and one 6-inch gun, one 8-inch gun, and three mobile 4.7 to 5.9-inch gun batteries, of 2 guns each, on the S shore. 376/ There are several anti-aircraft batteries on the S shore.

Travelers report that the harbor area and breakwaters have been strongly fortified with anti-aircraft batteries and that the Germans and Bulgarians are fitting out a cove between capes Akin and Athia, on the S side of Burgas Bay, as a strong naval base. It is dominated by a fortified, roun wooded hill on Cape Athia, where underground munition dumps are located.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Jardin Boris
Boulevard
Prince Alexandre
PORT
Golfe de Bourgas
Lac
Vayakioï
Réservoirs à pétrole
Canal
Moulins
Ancienne Gare
Boulevard Marie-Louise
Bd Marie-Louise
Rue Alexandrovska
Rue Patriarche Eftimi
Rue Gladstone
Rue Tzar Simeon
Rue Karavelov
Stephano
Christo Botev
Chipinovo
Slivnitza
Ivaïlo
Cyril et Metodi
Alex Veliki
Pazarna
Rue Levski
Rue Macedonia
Troian
Rue Samouil
Rue Fakiska
R. Aprilov
R. Tzarigradska
R. Ferdinand
R. Tzar Kroum
Pl. Pazarni
Pl. Slaveycov
Pl. Cyril et Meti
Pl. S. Stephano
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3. Kazanluk

Importance. Popularly known as the "rose garden of Bulgaria", Kazanluk is strategically located at the foot of the Shipka pass. A munitions plant and the only aircraft factory in the country are located in this town.

Location. Latitude 42°37'N.; longitude 25°24' E. Elevation - 1,220 ft. Kazanluk lies between the Balkan and the lower Surnena Gora mountains, in the center of the narrow "Valley of Roses", 44 by 7.5 miles, with an area of 216 sq. miles and elevations between 886 and 1,772 ft. (average 1,148 ft.). 377/

The town is situated on ground sloping slightly from N to S, about 2.5 m. N of the Tundzha river, which flows through the valley in a general W-E direction, closer to the Surnena Gora mountains than to the Balkans. A small river, the Enina, left bank tributary of the Tundzha, passes through the eastern part of Kazanluk from N to S. About 0.6 miles N on either side of the Gabrovo highway is the large state horticultural experiment station. Beyond it, towards the village of Sheinovo, the plain slopes very gradually towards the Balkan foothills. On the NE, on rising ground, is the municipal park. The cemeteries and main industrial quarter, including wool yarn and munitions factories, are on the SW, beyond the railroad track. The airdome is about 1.3 miles W. The city is surrounded by vineyards, orchards, flower and vegetable gardens and beyond them are grain fields. The countryside is rather bare, as are the slopes of the mountains on either side.

Description. Although modernized, Kazanluk is still basically a typical oriental, plains town, with two or three paved main streets radiating from a large central square, the rest being narrow and crooked; and low small separate houses surrounded by gardens. The central square is prolonged W along the main E-W street and S toward the railway station. Around the square and along the wide main streets leading out of it are several-story European buildings -- hotels, restaurants, and commercial establishments. The western, Bulgarian, part is more European in appearance, whereas the Turkish quarter, along the river, and some of the peripheries resemble a village. On the north, between the town and the experimental gardens, is a new residential suburb. Large buildings include the pedagogical school in the center and the technical school east of the town. 378/ (See city plan

Climate. Kazanluk has a favorable climate and is prote ed from the cold north winds by the Balkan mountains. The me annual temperature range is 70°F.; mean absolute maximum 97.5 F., minimum -7° F. Mean temperature in spring is 51.3° F., summer 69.4° F., autumn 53.1° F., winter 35.1° F. The hotte month is July (mean 71° F., absolute 104.5° F.). Coldest mon is January (mean 32.1° F., absolute -9° F.). 379/

The annual precipitation averages 27.4 in. (winter 4.3, spring 6.8, summer 9.6, autumn 6.7 in.). The heaviest rainfall is in June (4.3 in.); the dryest month is February (1.2i or March. Rainy days average 100, including 20 in May and June; snow cover averages 30 days between November and April. Sunshine prevails during July and August, while December, January and February are cloudy.

The prevailing winds are NW in winter and summer and SE in spring. Calm prevails 48 per cent of the time.

Population. In 1934 Kazanluk had a population of 14,843, an increase of 49.6 per cent since 1920. Only 682 were foreign born, mainly refugees from European Turkey, So. Dobrudja, Yugoslav Macedonia and Russia. There were 12,134 whose native language was Bulgarian, of whom 12,044 belonged to the Bulgarian Orthodox Church. There were 2,175 Moslems, of whom 1,660 were Turks and 500 were Gypsies. Smaller minority groups included about 400 Jews, 100 Russians, 90 Armenians (mostly belonging to the Gregorian Church), and 50 Greeks. Catholics numbered 66 and Protestants 57 (mostly Baptists). 380/

In 1926, the largest number of inhabitants (4,051) depended on industry and trades for their support, followed by agriculture (1,389) and liberal professions (1,151). The largest number of workers, about half of whom were women, worked in clothing industries, followed by textiles (mostly women), metal industries, building trades, food industries and aviation. Altogether there were 2,374 workers, 1,806 independent proprietors and 1,231 salaried employees. 381/

Industry. The principal industries include two flour mills, a macaroni factory, 2 tobacco factories, 8 rose and other oil distilleries, 6 textile silk and wool yarn mills, and a carpet factory, and other establishments for rope-making, musical instruments, and furs. 382/ In recent years mint, lavender and other oils have been distilled in addition to rose oil, the importance of which has been declining.

The single munitions plant permitted by the Treaty of Neuilly was located at Kazanluk (others are now operating in Sofia, Plovdiv, and probably Varna). In 1938 the Kazanluk arsenal had a daily production of 150 bayonets and 100 gun stocks and a monthly production of 150 machine gun barrels. The foundry produces artillery tubes, bombs and hand and handle type grenades. The shell factory makes 75, 105 and 150 mm. shells. The powder and nitroglycerine division (about 20 buildings) in 1938 was producing daily (8 hrs.) 1,323 lbs. of nitro-cellulose, and 882 lbs. each of nitroglycerine, cannon powder and rifle powder. Other products include sulphuric acid (annual capacity 8,800 tons) and gas masks (war-time daily capacity 1,000). 383/

One of the few coke-producing plants in Bulgaria is located here. In 1936 it consisted of a battery of 6 ovens and used native coal and washed coal from Germany. The coke contains 8 per cent ash and 1.2 per cent sulphur. By-products are ammonia, coal tar and coal gas, which is used as fuel for the furnaces. Efforts have also been made to produce ammonia sulphate. Daily production in 1936 was 9 to 10 tons of coke (capacity 13 tons) and 441 lbs. of tar, or 154,324 lbs. annually (capacity 661 lbs. daily, or 220,462 lbs. annually). 384/

The airplane factory, operated by the Caproni Co. since 1929, had not produced any new planes by 1940. It is possible that it is now doing so.

Supplies. Food produced locally includes fruit, nuts, and vegetables, dairy products, especially "Kashkaval" cheese from neighboring villages in the mountains, flour and macaroni. In 1940, 465 tons of meat were produced. 385/

Wood for fuel is obtainable from the Balkan mountains. There are coal mines N of Muglish (9 mi. E of Kazanluk) and along the trans-Balkan railway, between Popovtsi and Plachkovtsi (railway connection with Kazanluk at Tulovo). There is a gasoline filling station in Kazanluk, and presumably storage facilities for aviation gasoline.

Utilities. Electric power for lighting and industrial purposes is supplied by a hydroelectric plant on the Enina river; capacity, 700 h.p., output 600 k.v.a. in 1934. 386/ In addition there is a Diesel plant, 1,525 k.v.a. The type of current is A.C. 120/210 volts. 387/

Highways. Kazanluk is on the class I highway, halfway between Stara Zagora (21 mi.) and Gabrovo (21 mi.), which crosses the Balkan mountains over the Shipka pass (elevation 4,265 ft.), via the village and monastery of Shipka (7.5 mi., elevation 2,080 ft.). Between Shipka village and pass the road makes a number of hairpin bends. Maximum elevation between Kazanluk and Stara Zagora is 1,539 ft.

Kazanluk is also about halfway between Sofia (125 mi.) and Burgas (132 mi.); 10.6 mi. W of Kazanluk a branch road goes to Plovdiv, but a better road to Plovdiv branches at Kalofer, 12.4 mi. beyond the first. An alternate road to Burgas is via Stara Zagora. 388/

Transportation. The principal bus lines go to Sofia, via Karlovo and Pirdop; to Gabrovo, and to Stara Zagora. The last-mentioned route is much more convenient than going by rail via Tulovo.

Railways. Kazalnuk is on what eventually will be the direct Sofia - Burgas middle route, following the S slopes of the Balkan Mountains. At present the line is complete from Kazanluk to Burgas (144 mi.); junctions at Tulovo (9.2 mi.) for Stara Zagora, at Dubovo (14.4 mi.) for Gorna Orekhovitsa, at Zimnitsa (73 mi.) with Plovdiv - Burgas main line. West of Kazanluk the line is in operation as far as Sopot (41.6 mi.); junction at Karlovo (38.5 mi.) for Plovdiv. It is expected that the Sopot - Makotsevo section will be completed by 1944.

The station is located on the S edge of the city, along which the railroad passes in an E-W direction. Presumably there are sidings and other facilities to care for the needs of the military arsenal and other factories S and W of the station. Traffic in 1937 was only 7 trains per day. 389/

Aviation. Because of the airplane factory and training school, Kazanluk is one of the most important aviation centers in the country. Until 1940 the factory was confined to repairs. The airdrome, 6,000 by 4,920 ft., with an all-weather dirt surface, has a night flying beacon, two sheds, a workshop, and gasoline, oil and water facilities. Associated with it is a meteorological station. Elevation of airdrome is 1,270 ft. 390/

(7606)

It is said to be used by the Germans as a supply base.

Communications. There is a telephone exchange and overhead trunk lines to Stara Zagora, Gabrovo and Karlovo. Kazanluk is also connected with the general telegraph system.

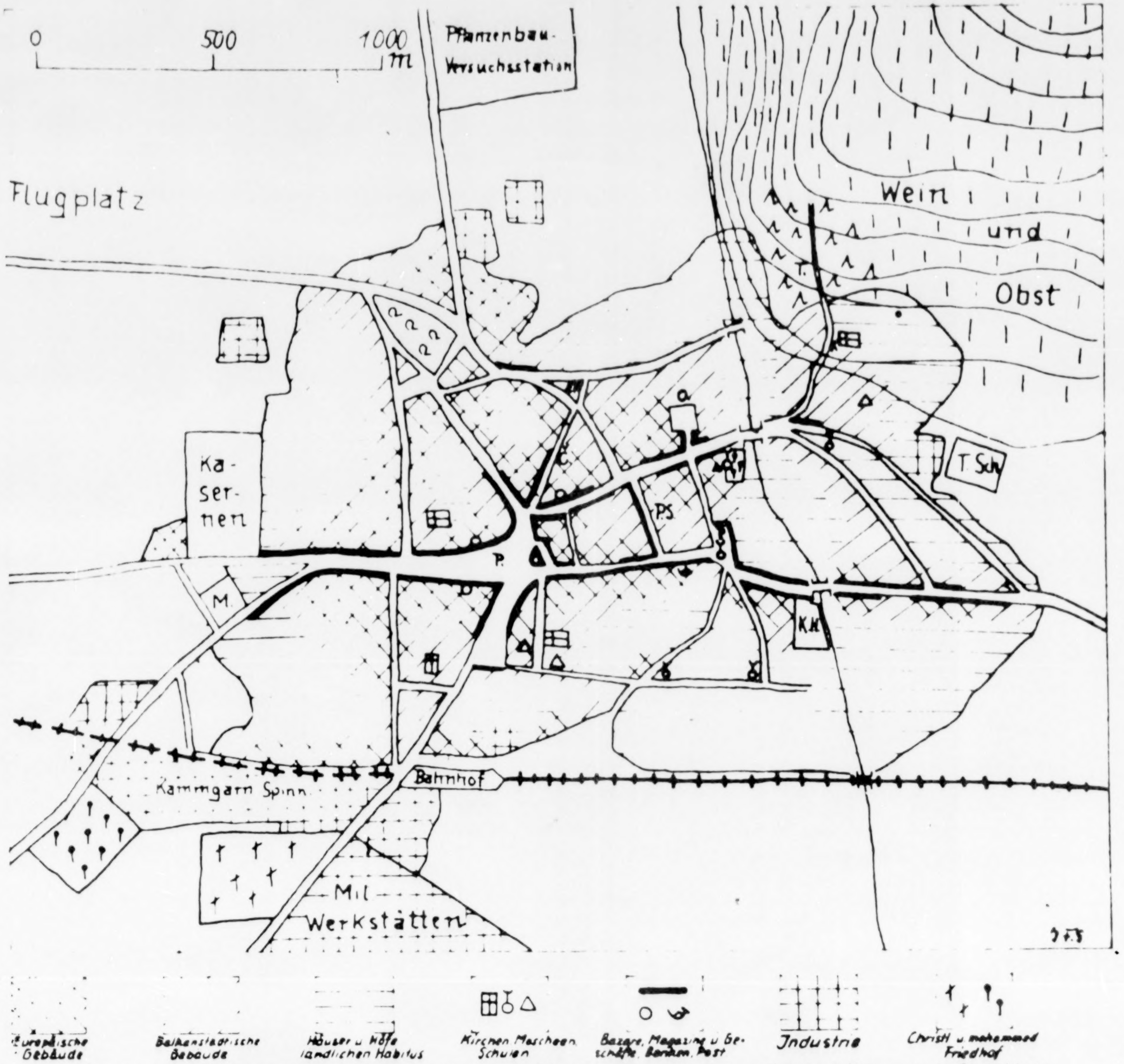
Health. There is a second-class state hospital located in the SE part of town on the right bank of the river. In 1926, about 50 persons were engaged in medical service. As far as is known, the climate is healthful.

Government. Kazanluk is the center of an okoliia, or district, of the Stara Zagora oblast.

Prominent Persons. The Shipkov family, leading rose oil manufacturers and exporters in Sofia and Kazanluk, have all been educated in American institutions in Instanbul and have many American connections.

Military. In addition to the arsenal, there is a unit of the air force stationed here, a company of gendarmes and (in peace time) one of the four units of the "Aegean" infantry division, with general headquarters in Haskovo. 391/ The barracks are located on the western edge of the town, on the N side of the Karlovo highway, SE of the airdome.

Kazanlik.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Kirchen, Moscheen, Schulen
Bazare, Magazine u. Geschäfte, Banken, Post
Industrie
Christl. u. mohammed. Friedhof

O. Obština (Stadtverw.) Č. Čitalište - Družestvo Iskra. K.H. - Krankenhaus. T.Sch. Techn. Schule. PS. - Paedagog. Seminar. E.K. Evangelische Bapt. Kirche.
M. Monastir Sv. Bogorodica. T. Külbota - Ruine eines Kirch. Grabmals. K. - Standort eines alten Kula (Wehrturm). P. Pazarplatz

4. Kiustendil 392/

Importance. Kiustendil is one of the most important fruit-growing centers and one of the leading health resorts of Bulgaria. It is strategically located at the junction of important routes between Bulgaria and Macedonia.

Location. Latitude 42°16'48" N.; longitude 22°41' 33" E.; elevation 1,722 ft. The city is situated on the southern side of an east-west plain about 12.4 mi. long by 6.2 mi wide, with an area of 54 square mi. and an average altitude of 1,541 ft. 393/ It is built along the banks of the smal Banshtitsa river, a tributary of the Struma river. The tow is dominated by the 2,169 Hissarluk, the northernmost spur o the Osogovo mountains which extend south and southwest of th city. Their highest point is Ruen (7,400 ft.), 12.4 mi. southwest of Kiustendil. Fifteen miles west is the 3,937-f Kriva Palanka (or Deve Bair) pass above Giueshevo, formerly the Yugoslav boundary. The Struma river is about 6 miles east of Kiustendil.

Description. Kiustendil, an ancient Thracian and Roman town, has a mixture of oriental and modern elements. The pri cipal streets are broad but curving and have cement sidewalks Those in the center of town and around the baths are paved with stone blocks. The main street is part of the Sofia-Sko highway. The other main artery is the boulevard from the ma square to the railway station on the northwest edge of the ci Many narrow, crooked Turkish streets, cobblestoned, with gutt in the center, survive.

In recent years the city has grown to the E and W, modi ing the square form of the city. A third new quarter has gr up on the north side of the Banshtitsa river.

Kiustendil is thickly settled, but many of the houses ar surrounded by gardens and orchards. Some of the houses are large two-story modern stone constructions, but there still are many small old, Turkish-type houses. Stores and workshops are concentrated in the center. A few villas are buil on the slopes of the Hissarluk.

The most imposing building is the regional courthouse which is in the center of the city on the main square. Other large public buildings include the library, veterans' home, three banks, the regional administrative building and a large church with a bell tower, in the center of the city. There are also a few mosques. The extensive baths are in the center of the S side, at the foot of the Hissarluk. In the center of the city is a medieval three-story square masonry tower. At the western edge of the city on the right side of the Skopie highway is the large, four-story, state boys' gymnasium, with extensive grounds. Near the station is the new girls' gymnasium,

The Hissarluk is the outstanding physical feature of Kiustendil. A good motor road leads to the top in spite of the steepness. It is covered with a pine forest, and has a large house on the summit. (See aerial view of city attach

Climate. Kiustendil has a moderate continental climate with transitional Mediterranean features. Spring begins earl prunes. Much of this business is handled directly by neighboring villages which have access to the railroad. In recent years the bulk of the fruit exports has gone to Germany.

Supplies. The principal food supplies produced in Kiustendil and surroundings are fruit, meat, and dairy products. The soil is unsuited for cereal production. In addition to 215 acres of tobacco, Kiustendil farmers cultivated the following:

Orchards	346 acres
Vineyards	353 "
Meadows and fodder crops	371 "
Corn	170 "

Fruit varieties include plums, apples, pears, apricots, peaches, cherries and nuts. Recently strawberry cultivation has been introduced on a large scale.

Kiustendil is the market center for the region. Peasants from nearby villages regularly bring in milk, vegetables and other supplies. In 1940, about 450 tons of meat were produced. 398/ Fish is obtained from the Struma river.

There is a municipal beech forest of 741 acres in the Osogovo mountains, used mainly for fuel. On the Hissarluk there are artificial white and red pine groves. Elsewhere in the plain there are oak, willow and poplar trees. Granite quarries for building are easily accessible.

Oil shale deposits, running 25-30 gallons of crude oil to the ton, have been located in this area. 399/ In 1940 there was one oil storage tank with a capacity of 10 tons. 400/

Utilities. Electricity for lighting and other purposes is supplied by the municipal hydroelectric plant on the Bistritsa river, which originates in the Osogovo mountains southwest of Kiustendil. Its capacity in 1934 was 760 h.p. 401/ There is much sub-surface water and there are many shallow wells, not used for drinking purposes. The drinking supply comes from springs in the Osogovo mountains and is piped in through new iron pipes at considerable pressure. There is little or no running water in houses.

Most of the Banshtina river water is used up for irrigation before it gets to Kiustendil. There are at least two irrigation syndicates in Kiustendil, primarily for the apple orchards.

In addition to the old Turkish hot baths, there are two large new establishments operated by the municipality. About 40 hot springs occur in a fissure about one km. long, running southeast-northwest, in the southern end of the town near the hill. All are joined in one system, forming the largest mineral hot springs in Bulgaria with a flow of 528 gallons per minute. Temperature ranges in mid-February and the temperature warms steadily to May. Spring and autumn are long and winter is short and mild. Mean temperatures are: spring 52° F., summer 68.5° F., autumn 52.2° F., winter 33.3° F. The coldest month is January (30.7° F.), hottest July (70° F.). Mean annual range is 40° F., absolute recorded range 120° F. There are seven months with mean temperature above 50° F.

The annual precipitation of 22.9 inches is less than the average for Bulgaria and is influenced by the mountains on the S and SW. Precipitation is fairly evenly distributed winter 4.5 inches, spring 5.8 in., summer 6.5 in., autumn 6.1 in. The heaviest rainfall is in May (2.6 in.), the least in February (1.3 in.) and March. Snows are light and melt quickly. There are few cloudy days, and winds are frequent, but light. 394/

Population was 16,241 in 1934 and the annual increase is less than one per cent. Bulgarian was the native tongue of 14,672 persons, and a slightly smaller number (14,305) belonged to the Orthodox church. The remainder of the population is made up of Moslems (1,122) who also use the Bulgarian language, gypsies (about 900) and Jews. The Jewish group numbered 761 in 1934, but has probably decrease since that time. Over one-third of the population (5,470) was illiterate in 1934. 395/

Originally Kiustendil was almost entirely Turkish, but between 1880 and 1926, 95 per cent of the Turks emigrated. While the number of Jews has been decreasing due to economic conditions, gypsies are increasing. Because of the large influx of refugees, a kind of "Kiustendil dialect" has developed, strongly influenced by Macedonian elements. Although not in what is usually considered Macedonia, Kiustendil has been a hotbed of Macedonian activity, thanks to its location and its large number of Macedonian refugees.

The principal occupations are handicrafts, food processing, commerce, public service, agriculture, and the resort business. In the past Kiustendil was primarily an artisan and commercial town. In 1934, there were 2,000 craftsmen and merchants, including 200 tailors, 150 shoemakers, 130 carpenters, 80 bakers, 85 barbers, 70 metal workers, 30 potters, 30 printers, 60 grocers, 65 saloon keepers, 275 dry goods merchants, and 10 manufacturers. Public and private employees numbered 1,290, pensioners 680, veterans 260, skilled and unskilled laborers 865, including 217 women employed mostly in factories.

Agriculture was the primary occupation of 342 families, but almost half of the residents of Kiustendil had at least a small orchard or vineyard.

Industries. Tobacco is one of the leading industries. There are three large tobacco factory-warehouses and a tobacco cooperative. There is also a wool yarn factory, a flour mill, and five wood-working enterprises. 396/ Several factories are located near the station. 397/ Fruit growing, drying, and preserving, is one of the leading occupations. Kiustendil prunes are famous and are exported in large quantities, both fresh and dried. In recent years apples and other varieties of fruit have been replacing

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from 111° to 163° F. Surplus water is used in the municipal laundry and for other commercial purposes. Ultimately all goes into the river and is used for irrigation.

Transportation. Within the city, transportation is furnished by carriages. The bus route to Sofia shortens the distance by rail (54 instead of 62 mi.). Since 1941 there is a new through bus line Sofia-Kiustendil - Skopie, and a line Kiustendil-Giueshevo-Kriva Palanka-Shtip. 403/ Another line goes to Dupnitsa.

Roads. Kiustendil is located at the junction of several strategic routes. Good highways run northeast to Sofia (54 mi.) via Radomir; west to Skopie (79 mi.) via Giueshevo (12 mi.) and the Kriva Palanka pass (elevation 3,580 ft.) to Kriva Palanka and Kumanovo; and east to Pazardzhik (104.4 miles) via Dupnitsa (24.9 mi.), Samokov (52.9 mi.), and Kostenets (71.5 mi.). The Plovdiv-Kiustendil-Skopie road was being improved in 1941 to accommodate 30-ton tanks. 404/ The highest point between Kiustendil and Dupnitsa is 2,241 ft. 405/ Near Dupnitsa is the intersection with the Sofia-Kula-Salonika highway. Other first-class roads go northwest to Bosilegrad (about 22 mi.) and southwest to Tsarevo Selo (28.6 mi.), both in former Yugoslavia. Neighboring villages are connected by market roads.

Railways. Kiustendil is connected by rail with Sofia (62 mi.) via Radomir (32.4 mi.). At Radomir a branch line goes to Dupnitsa and points south. Since 1941 work has been renewed on the long-planned continuation of the line beyond Giueshevo (22.4 mi.), formerly on the frontier, to Kumanovo and the Belgrad-Salonika trunk line. This will necessitate the construction of a 1.24 mi. tunnel, one of the longest in the Balkans. 406/

The station is located on the northwestern edge of the city. Traffic has somewhat declined since trains began to make regular stops during the height of the fruit season at neighboring villages on the line. In 1940, from Ki stendil, large quantities of fruit were being shipped to Germany, and it is likely that the 1937 daily average of 4.15 passenger and 2.45 freight trains has been increased. In 1941 additional sidings were constructed at the Kiustendil station.

Air Transportation. The site of the proposed airfield is near the station, northwest of the city limits.

Health. Formerly Kiustendil was subject to epidemics resulting from contamination of the water from privies. This has been eliminated by the new water system. However, there is still no sewer system. Because of its mineral baths and climate, Kiustendil has become one of the most popular health resorts in Bulgaria. The water has a radioactivity of 3.7, 10-10 curies, and includes sulphureted hydrogen, sulphuret of soidum, chloride of soda, sulphate of magnesium, bicarbonate of lime. It is recommended for diseases of the respiratory organs, emphysema, chronic catarrh, rheumatism, etc. 407/ There is a class I hospital, with 100 beds (1931).

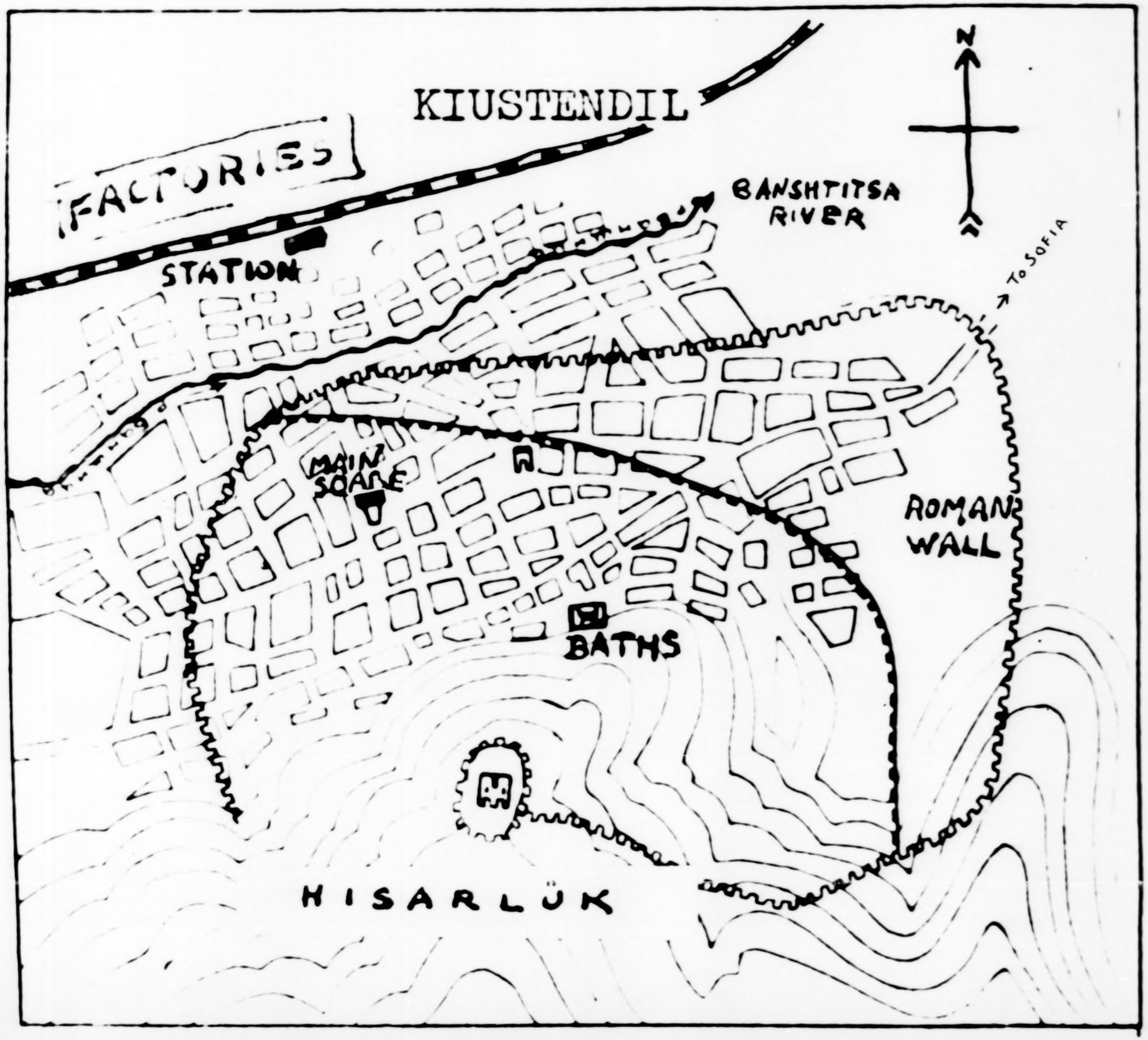
(76 06)

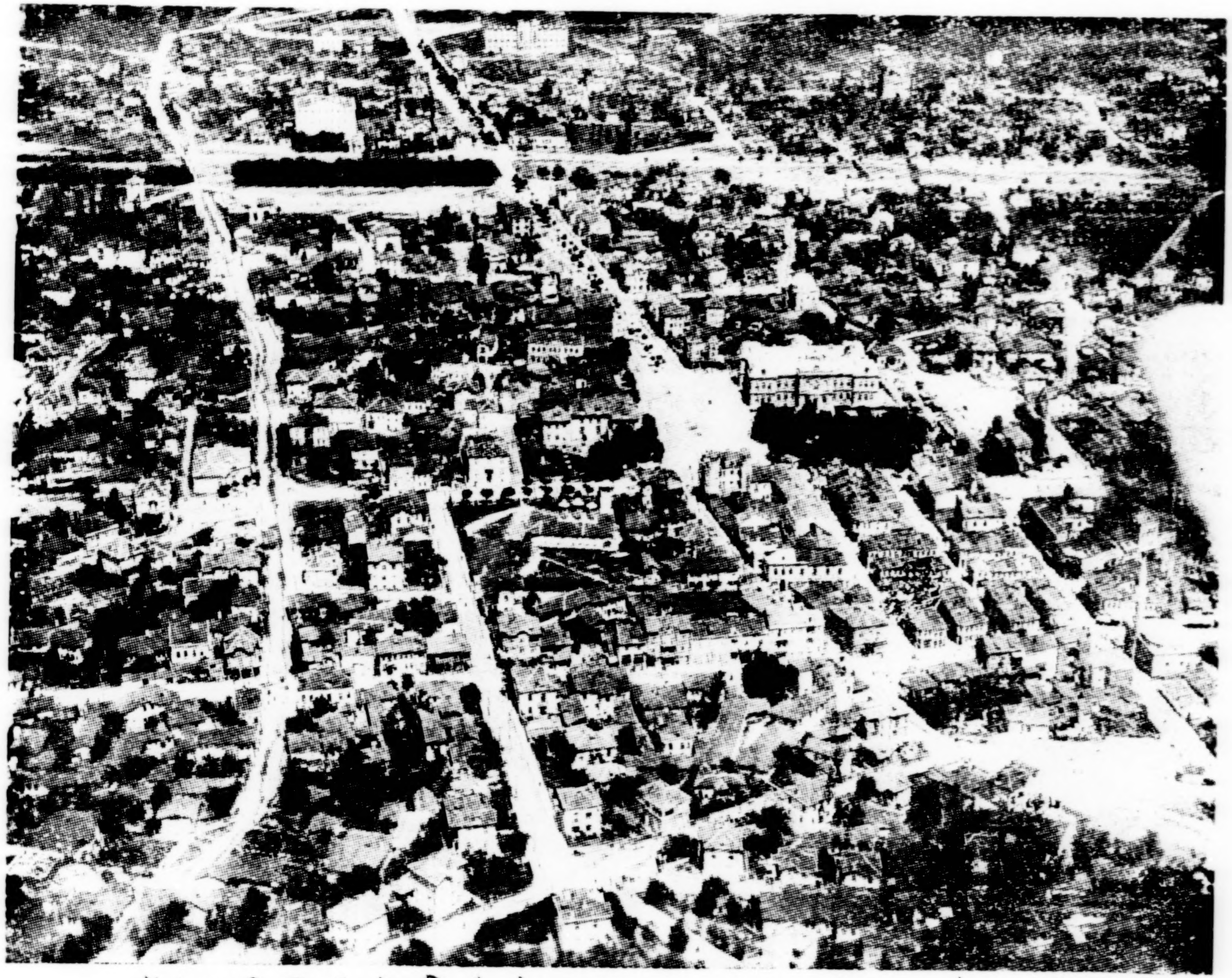
Government. Kiustendil is in the Sofia oblast (region) and is an okolia (district) center. It has a regional court, a district police chief, and is the headquarters of group V of the gendarmerie (Kiustendil, Breznik, Dupnitsa).

Communications. The town is connected with the general telegraph system and has a telephone exchange with overhead line to Radomir, from which there are connections with Sofia and Dupnitsa. At the end of 1939 there were 458 radio sets. 408/ The old radio station has been dismantled.

Newspapers. "Nova Bulgaria" (New Bulgaria).

Military Considerations. Kiustendil is the headquarters of the 13th infantry regiment, a frontier guard sector (to 1941) and a gendarmerie group. The city was severely bombed in April, 1941.


KIUSTENDIL
N
FACTORIES
STATION
BANSHTITSA RIVER
TO SOFIA
MAIN SQARE
ROMAN WALL
BATHS
HISARLÜK



KIUSTENDIL

5. Lom

Importance. Lom ranks second in volume of Bulgarian Danube traffic, and is the main port serving Sofia and western Bulgaria. It is the center of a small brown coal region.

Location. Lat. 43° 50' N; long. 23° 14' E. Elevation 131 ft. The city is built on a shoreline hill sloping eastward on the W (left) bank of the Lom river at its confluence with the Danube. To the S (1 to 3 miles) the slightly wooded Lom tableland rises steeply to about 300 feet, and extends for 12 miles E and W, paralleling the Danube shore. Between the tableland and the river the fore shore is swampy in places and is inundated during spring floods. 409/

Description. The town covers a wide rectangular area and its layout is fairly regular. One and two-story brick houses predominate. Many have large gardens. The main part of the city is on a high bluff, but the east section is lower, and flood waters backing up from the Danube often inundate parts of it. There was a severe flood in March, 1942. Except for grain and tobacco warehouses, the high school and the city hall, there are few large buildings. Streets in the center and the dock area are paved with stone blocks. The rest are poor macadam.

Climate. Lom has a relatively moist continental climate. The hottest month is July and the coldest is Januar The absolute maximum and minimum for the 1931-1935 period ranged between 100.8° and -12.1° F. Precipitation varies between 20 and 22 inches. The heaviest rainfall in 1939 was in October (5.7 in.) and May (4.9 in.); the least in September (0.6 in.) and February (0.75 in.). There are about 75 rainy days and 100 days of frost and a snow cover on about 70 days per year. Prevailing winds throughout the year are W and E with bad storms coming from the NE. 410/

There is mist over the ground at night in the Lom area and inland for some 20 miles.

Population. In 1934 the population was 14,658, an increase of only 241 since 1926.
The increased shipping activity since 1937, and particularly since 1939, has probably resulted in a growth in population.

The native Bulgarian, Orthodox population in 1934 numbered about 12,800 and there were some 750 Turks, 700 Gypsies and 350 others. The only noteworthy religious minorities were 1,424 Moslems and 211 Jews. 411/

It may be assumed that the occupational structure of the population has not changed significantly since the 1926 census, when about half of the inhabitants were gainfully occupied. 412/

All occupations		7,463
Farming and Fishing		1,270
Industry--Total		1,818
Metallurgy	234	
Food and Beverages	278	
Clothing and Shoes	639	
Building	307	
Others	360	
Communications and Transport		551
Commerce		793
Administration and Police		572
Liberal Professions		437

Industry. Aside from a few small mills, a leather products factory and several metal shops, Lom has little industrial activity. The factory area is located chiefly along the Lom River, on the east side of town.

Lignite coal deposits recently developed in the Lom tableland are exploited by the government, but they have as yet only local importance.

Supplies. Being one of the main transshipment points for food and goods to and from Germany, there are usually supplies of all types on hand. Inadequate port facilities and a shortage of rolling stock and tugs have caused congestion since June, 1941. 413/

Lom is the center of a corn and vegetable growing area. Its slaughter house prepared about 460 tons of meat in 1940. Three to five thousand cases of eggs are shipped yearly to Western Europe through Lom. 414/

An inferior quality of lignite is available at the nimes south of Lom, and oil storage facilities total at least 230 tons (6 tanks). 415/

As large quantities of Rumanian oil were reported transshipped to tank cars at Lom for German use in Greece and North Africa, oil supplies and storage space may have been expanded. 416/

Utilities. In 1938, electric power was derived from a 310 K.V.A. capacity (470 h.p.) Diesel plant which provided 440 volt D.C. current. 417/ The city has an adequate water supply and sewage is taken care of by the rivers.

Highway connections. Lom's main highway, a first-class road, runs south to Ferdinand (31 mi.) and on to Sofia (93 mi.) through the Ginski pass. A second-class road connects SW with Belogradchik (32 mi.) A first-class coastal road, parts of which are generally in very poor condition, starts at Vidin (35 mi. to the NW) and runs through Lom, Nikopol, and Svishtov to Ruse. This road is primarily of military importance. 418/

Transportation. The railway, which runs from the E to the N side of town can be used for intra-urban transportation. Interurban bus lines run to Vidin, Berkovitsa, Ferdinand and several nearby villages, but traffic is not heavy. During 1941, trucks operated to Sofia and Saloniki in an effort to relieve freight congestion.

Railways. Lom is the terminus of a line which branches from the Sofia - Varna trunk line at Mezdra (73.5 mi.) The old station is on the E side of town on the W bank of the river Lom. The line continues N to the mouth of the river, then curves W along the Danube to the port station on the N side of the city. Marshalling yards and loading facilities are between the two stations. New sidings and other improvements to increase freight capacity are under construction. 419/

Water Transportation. The following table gives the traffic figures for Lom during 1937, 1938, and 1939. Since then the volume has probably doubled. As goods were not being moved fast enough, some of the traffic has been transferred to Vidin, Somovit and Svishtov. 420/

	1937	1938	1939
Ships and Barges called	1,787	1,754	1,964
(Barges only)	(412)	-----	-----
Capacity (in net registered tons)	406,406	395,379	431,083
Average Net Capacity of Ships	204 tons	-------	-------
Average Net Capacity of Barges	420 tons	-------	-------
Freight: unloaded (in tons)	44,666	43,557	75,331
Freight: loaded (in tons)	61,034	30,518	38,245
Passengers arrived	18,887	17,375	16,795
Passengers departed	17,375	17,997	20,165

For port facilities and equipment see main body of survey under "Shipping". New heavy cranes ordered in 1941 to relieve congestion were given import priority over locomotives. Inasmuch as Germany depends on Lom for foodstuffs, they have probably been delivered. Previously there was only one 10-ton tractor crane (60 h.p. motor). 421/

Extensive port expansion has been undertaken by the German Todt organization.

Communications. Trunk telephone and telegraph lines connect Lom with Vidin, Orekhovo and Brusartsi. The local exchange probably has fewer than 250 phones. The number of radio receiving sets in 1940 was 548. 422/

Health. Out of 61 villages in the Lom *okolia* (district) with a population of 70,000, 39 are definitely malarial, but drainage and other measures have greatly reduced the danger. Principal contagious diseases are diphtheria, scarlet fever, and dysentery. 423/

(76 06)

Lom has a second-class hospital with probably not more than 100 beds. In 1926, there were 26 doctors and dentists. 424/ Sewage disposal causes a health problem in flood time.

Municipal Government. Lom is a District (Okolia) center and seat of a Region Court. The District contains 17 communies, representing 61 villages in addition to Lom, which is the only urban unit.

Newspapers. The only daily is "Sever" (North), circulation about 10,000. Serves Vidin area as well. 425/

Military Considerations. The high Danube bank and the hills behind the city are of military importance. Lom is the headquarters of small frontier guard detachment, and of a mounted gendarmerie group. A portion of the Danube flotilla of 40 to 60-ton motorboats operates from Lom, and a mine storage depot is reported there. 426/

6. Pernik

Importance. Within a radius of three miles of Pernik 87 per cent of all Bulgarian coal is mined. Bulgarian railways use Pernik coal almost exclusively and consume an average of 40 per cent of the region's yearly output. 427/

Location. Latitude 42°34' N.; longitude 23°2' E. Elevation 2,461 ft. 428/ The city lies 17 miles WSW of Sofia in the center of a valley 13.7 miles long and 4.3 miles wide (at widest point) through which the Struma River flows. The town is in a hollow with portions spread over surrounding hills. To the east is Mount Vitosh, north is Liulin mountain, south are the Golo Bürdo hills and west the Cherna Gora mountains. The coal mines are located on the north side of the town in a bare hilly area.

Description. Pernik has grown up around the mines. It has wide straight streets. The main artery runs north from the station to the Mines Administration Building. Only the main streets are paved. Houses are generally two and three-story brick, covered with heavy plaster. Characteristic are the 13 relatively modern housing projects for mine workers in the center of town, having an area of 346,429 sq. ft. (158 buildings) and housing about 3,000 families. Mine buildings and the briquette factory stand out on the north side of the city; the coal separator and station are on the south side. The vital maintenance and repair shops and the power plant are in the center of town. The river Struma has many tributaries coming from the mines, which are used by the mines and other local industries. 429/

Climate. Approximates that of Sofia. The mean annual temperature (1930-35) was about 50° F., ranging from a maximum of about 95° F. in July to -13° F. in January. Annual rainfall (1930-35) was between 21.6 and 23.6 inches. 430/ The continuous smoldering of coal near the surface keeps down winter frost, increases humidity and covers the area with a light sulphurous smoke. 431/

Population. In 1940 the population was 21,121, including about 4,000 resident mine workers and their families. An additional 4,400 miners came from surrounding villages. Altogether 8,681 miners and 700 administrative and maintenance workers were employed by the mines. 432/ The people are virtually all Bulgarians, belonging to the national Orthodox Church. An influx of German engineers began in 1939.

Utilities. Excellent water comes from springs in the foothills of Mt. Vitosh E and SE of the town. There is running water in almost every house, and hot and cold water in the 13 mine-administered housing units. Power and light for the whole city as well as the mines is provided by the 8,000 kilowatt (about 1,100 h.p.) thermal power plant of the Mines Administration. The plant, which also supplies neighboring villages, has 2 transformers with 6,000 volts total capacity. The fuel used is coal shale. 433/ The high tension line from the 16,800 h.p. "Orion" power plant of the "Granitoid" Cement Company, which passes through Batanovtsi, 4.7 miles W of Pernik, could be tapped for additional power. This power line, which carries over 40 million kw. h. yearly, supplies the Batanovtsi cement factory, 30 towns in SW Bulgaria, including Radomir and Dupnitsa, and 150 other plants. 434/

Industry. Coal mining and associated industries are virtually the only ones in Pernik. The worked mine area of 3.5 sq. miles is at the southern fringe of a 100 sq. miles coal basin with an estimated reserve of from 160 to 200 million tons in 4 layers. In some parts the coal is extracted by surface mining. Skoda steam shovels are used at the Kutsian surface mine. In the deepest and oldest mines the Germans are using the belt system. The 9 mine shafts (4 mines) at Pernik and the secondary mining center at Moshino, 2½ miles ENE of the town, produced about 1,980,000 tons of coal in 1939. A 600,000 ton increase is expected in 1942. Daily output is about 10,000 tons. Its quality is halfway between lignite and black coal and its heat value averages 5,500 calories. 435/ In addition to the mines and the 5 coal cleaning plants, the largest of which has a daily capacity of 11,000 tons, there is a briquette factory producing an average of 300,000 tons of egg and brick-shaped briquettes a year, using rosin obtained from Rumania. In order to meet wartime needs, a blast furnace, a synthetic oil plant with a capacity of 20,000 tons a year, and a nitrogen plant are to be constructed in Pernik in conjunction with the mines. 436/ There are a glass factory and an iron foundry in the town. 437/

Bulgaria's largest cement factory, "Granitoid", is located at Batanovtsi village, near Pernik. As this plant has reached the limit of its capacity (265,000 tons per year) the Granitoid Company announced (1942) the building of another large cement plant. 438/ At Vladaia (8.9 mi. E) are large granite paving stone and building material quarries. 439/

Supplies. The daily output of coal at Pernik is slightl over 10,000 tons, but as the sale is seasonal, there is usually a large additional supply of coal and briquettes on hand. Transportation shortage during the winter of 1941-42 resulted in an acute coal shortage in places as near as Sofia Electric power is unlimited. Truck garden and orchard produce is abundant in the vicinity. A mine-operated bakery can produce about 24,000 pounds of bread a day. 440/ Cement is obtainable at Batanovtsi, and pig iron, nitrates and synthetic oil may soon be available. Livestock is probably abundant in surrounding villages.

Highway Connections. Pernik is connected with Sofia by a 17.4 mile highway paved in granite blocks. A well traveled macadam highway runs SW to Radomir (8.2 mi.), Kiustendil (35 mi.),and the Yugoslav frontier near Gueshevo (47.2 mi.). From Radomir a branch road runs to Dupnitsa (25.5 mi. from Pernik) and into the Struma valley. These southern roads were generally in poor condition, but have probably been improved for military reasons. A poor highway runs NW to Breznik (15 mi.) and Trün (32 mi.) near the former Yugoslav frontier. 441/

Transportation. Miners reach outlying mines by the narrow-gauge electric and standard-gauge coal trains. Pernik has regular bus connections with Sofia, Kiustendil and Dupnitsa via Radomir. There are also daily buses to Breznik and Trün.

Railroad and mine workshops are equipped to handle most mechanical repairs, and there are at least two automobil repair shops. Horses are used for part of the underground railway coal hauling.

Railways. The main railway connection is with Sofia (20 mi.). The gradients on this line through the Vladaia pass range up to 25 per 1,000 and require double hauling. In order to relieve this line, a new 24 mile line (according to some sources 36.6 mi.) is being constructed from Batanovtsi to Kostinbrod (on the Sofia-Belgrade line), which is to be ready this year. 442/ Persistent rumors indicate a possible double-tracking of the Sofia-Pernik line.

The railroad from Sofia continues west to the Batanovtsi cement plant (4.7 mi.) and turns south to Radomir (9.4 mi.), Dupnitsa (36.2 mi.), and Gorna Dzhumaia (57.3 mi.). At Radomir a line branches off to Kiustendil (41.9 mi.) and Gueshevo (58.1 mi.). This line is being connected with the Yugoslav railways at Kumanovo. Another new line will run from Gorna Dzhumaia to Kochane, Yugoslavia. 443/ Narrow-gauge line conversion south of Gorna Dzhumaia has reached beyond Krupnik. 444/

There are large marshalling yards in addition to the extensive electric mine railway network, from which about 1/5 of Bulgarian freight traffic originates. 445/

Communications. Telegraph and telephone service to all parts of the country are well developed in order to meet the commercial needs of the mines. There is no local radio station.

Health and Sanitation. Sewerage in all buildings and houses connected with the mines is modern. Elsewhere it is primitive. The climate is healthy, but there is a tendency toward tuberculosis among mine workers, due to harmful quantities of CO, CH_4 and SO_2 in the air.

Mine medical service consists of 3 dispensaries, a 100-bed hospital in the city and a 40-bed rest home on a hill south of the town. There is a large rest home for about 200 children, belonging to the mines, situated in the mountains about 9 miles SE of Pernik. 446/ Both mines and city have public bathhouses.

Municipal Government. Pernik is a commune center for an area including six villages, and is located in the Sofia District (Okolia) and Region (Oblast). 447/ It has an appointed mayor and elected commune council. The Mayor in 1942 was Peter Faitondzhiev. All mine affairs, including housing and feeding of workers, are regulated by the Autonomous State Mines Administration which is directly under the Ministerial Council. About one-half of the population is affected by the Mine Administration. The miners are highly unionized, but there have been no strikes. Their organizatio

"Krakra", is very strong and progressive. 448/

Military Considerations. Pernik throughout history has held a strategic position at the south end of Vladaia pass, connecting the Sofia plain with the Struma Valley. There are usually no regular troop concentrations except for a gendarmerie company. 449/

Destruction of the mine machine shop would soon stop all work in the mines.

Note: It should be noted that Pernik coal is easily subject to spontaneous combustion and can ignite in long transport or in closed storage areas if not ventilated thoroughly. For this reason briquettes are the main export form of coal.

PROVISIONAL EDITION

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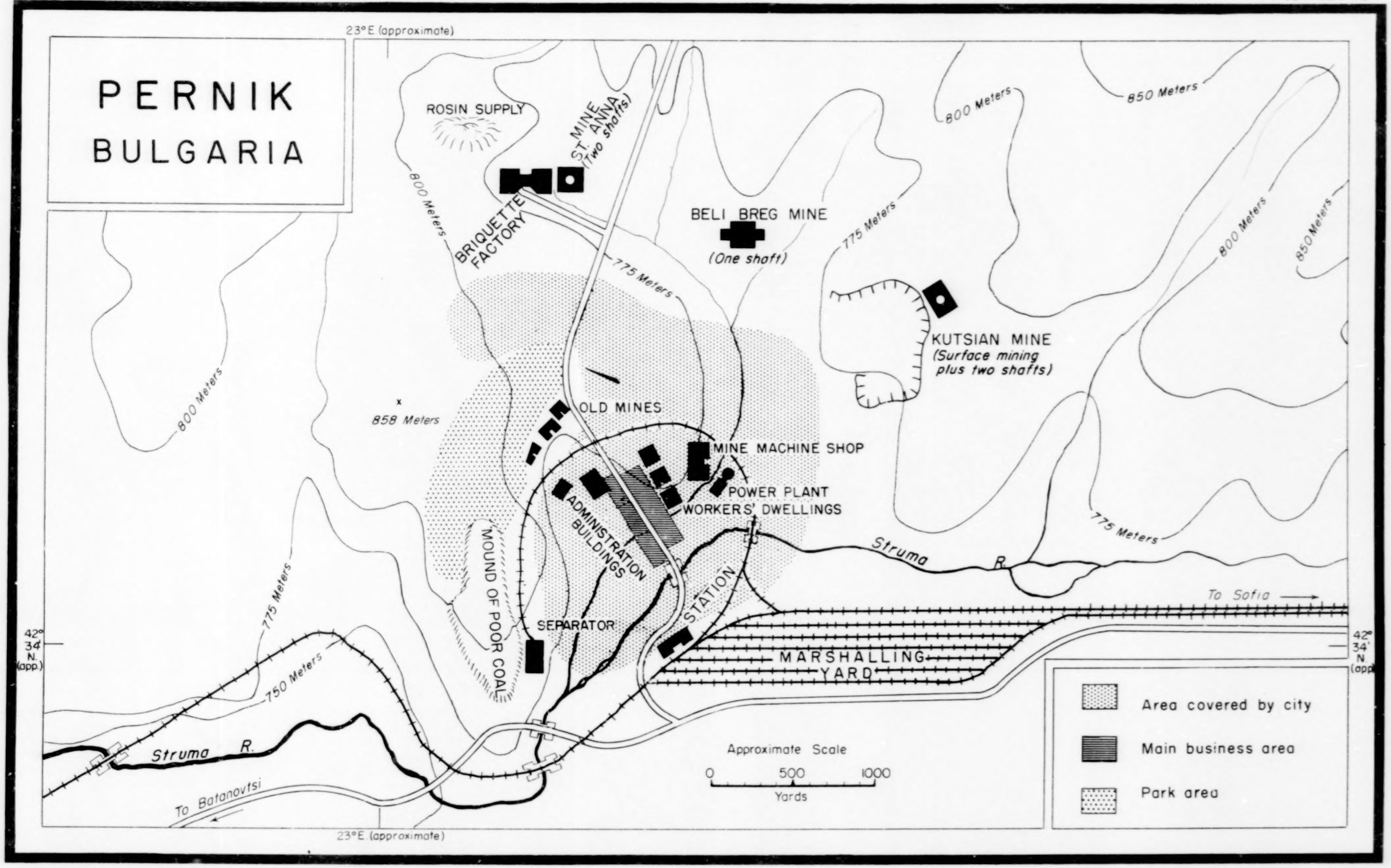

PERNIK
BULGARIA

23° E (approximate)
ROSIN SUPPLY
ST. ANNA MINE
(Two shafts)
BRIQUETTE FACTORY
BELI BREG MINE
(One shaft)
KUTSIAN MINE
(Surface mining plus two shafts)
800 Meters
850 Meters
775 Meters
858 Meters
750 Meters
OLD MINES
MINE MACHINE SHOP
POWER PLANT
WORKERS' DWELLINGS
ADMINISTRATION BUILDINGS
MOUND OF POOR COAL
SEPARATOR
STATION
MARSHALLING YARD
Struma R.
To Sofia
To Batanovtsi
42° 34' N. (app.)
Approximate Scale
0
500
1000
Yards
Area covered by city
Main business area
Park area

MAP NO 1427 NOVEMBER 30, 1942

REPRODUCED BY THE O.S.S. REPRO. DIV.

COMPILED AND DRAWN IN THE BRANCH OF RESEARCH AND ANALYSIS, O.S.S.

7. Pleven (Plevna)

Importance. Next to Ruse, Pleven is the largest city in North Bulgaria. It is the administrative center of the Pleven oblast (region) and center of a large grain and livestock producing agricultural region. It is also important as a transportation junction and for its cement factory and metal works.

Location. Latitude: 43°26' N.; longitude: 24°37' E. Elevation varies between 300 and 400 ft.; city railway station 310 ft.; meteorological station 551 ft. 450/

The town is located in a natural amphitheater opening through a narrow valley toward the NW, the sides of which reach an elevation of 1,000 ft. above sea level. It is in the center of the rolling treeless Danube plateau, on the northern slope of the Balkan mountains. Through the southern and western part of the town flows the small Tuchenitsa river, which empties into the Vit river about 5 miles NW of Pleven. A small tributary, the Grivitsa, flows along the northern edge of the city.

On the surrounding hills are vineyards, orchards, and meadows and beyond them extensive grain fields.

Description. Pleven is comparatively modern, and well planned, with parks and gardens. The main streets have sidewalks and stone block paving. There are some large new public buildings, including the regional administrative center - a four-story structure with a seven-story clock tower; the new main station, also with a tower; and the new state prison, a large building surrounded by walls and turrets, on an elevation in the NE section of the town. 451/ In one of the parks there is a large ultra-ornate mausoleum dedicated to the warriors of 1877-1878.

Climate. Mean temperature of January, coldest month, is 29.8° F., minimum 6.5° F.; mean temperature of July, the hottest month, is 73.0° F., maximum 98.2°. Mean temperature in spring is 53° F., autumn 52.3° F., winter 32° F. There are 111 days with a temperature of 77° F. or above. Mean temperature in summer 71° F.

Annual precipitation is 24.4 inches, winter 3.5 inches, spring 6.4 inches, summer 8.5 inches, autumn 6 inches. The heaviest rainfall is in June, followed by July; the least in January or February. Rainy days average 80, days with snow 42, snow cover averages 67 days, days of frost 107. Prevailing winds, both annual and seasonal, are W and NW, with 40 per cent of calm. 452/.

Population. At the last census (1934) Pleven had 31,520 inhabitants, a growth of 14.8 per cent since 1920. All but 1,280 were native born. Turks numbered about 2,500, Gypsies 507, Jews 470, and Armenians 68. There were 120 Catholics and 70 Protestants. There were about 600 Macedonian refugees and 150 Russian refugees. 453/

In 1926 (population 28,775) there were about 4,000 independent proprietors, 3,200 salaried employees and assistants, and over 6,000 other workers. The largest number were engaged in industry (4,160), followed by agriculture (2,544), commerce (1,560), and transportation and communication (2,250). The professions included 1,100. 454/

Industry. There are a number of factories in or near the town. The most important one is the "Lev" Portland cement factory, about one mile W of the old station. In 1932 it had an annual production of 11,000 tons and in 1942 was reported to have a capacity of 55,000 tons. It is one of the two most important in the country. 455/ Other industries include a fire-proof safe factory, brewing, wine, tomato canning, machinery, and ceramics. A cooperative sugar refinery is located in the neighboring village of Dolna Mitropolia. The clothing industry employed the largest number, followed by the metal industry, building, food industry, cotton and linen textiles, and leather. 456/

Supplies. Pleven is noted for its fine breeds of horned cattle, sheep, and horses, and has the largest cattle market in Bulgaria. In 1940, about 600 tons of meat were produced. 457/ Agriculture and viticulture are supplementary occupations for many Pleven inhabitants. In addition, villagers bring food supplies to the weekly market. Large quantities of grain, eggs and fowl were exported, as well as dessert grapes, wine, sugar, vegetable oils, and other agricultural products. In 1937, the wine cooperative produced 1,517,000 lbs. of grapes and 113,600 gallons of wine (capacity of wine storage facilities - 185,000 gallons). 458/

There is little wood. No coal or other minerals are produced locally. Oil storage in 1940 included two tanks with a total capacity of 130 tons. 460/

Utilities. Pleven has electric lighting, furnished by the municipal Diesel power plant, type A.C. 220/380, which in 1936 had a capacity of 740 K.V.A. (860 H.P.). 461/ The plant is located near the park and mausoleum. Additional power is supplied from the Lukovit hydroelectric station on the Zlatna Panega river, a tributary of the Isker, located SW of Pleven. 462/ There is a water system.

Roads. Several important roads pass through Pleven. The principal one is the Sofia-Ruse highway. Just before it reaches the Vit river W of Pleven it is joined by roads from Gigen and Somovit on the Danube and several from the S. These cross the Vit over a long bridge on masonry piers about one-half mile south of the main-line railway bridge. The highway then continues four miles up the Tuchenitsa river valley, parallel to and S of the railway, to Pleven. Distance to Sofia 112 miles, Gigen 27 miles, Somovit 28 miles.

From the S side of Pleven a good road goes to Lovech (20 miles), to Troian, and across the Balkans to Karlovo, or E to Sevlievo and Tirnovo (70 miles). The main highway continues from NE end of town up the S bank of the Grivitsa river. A good road branches N, after two miles, to Nikopol on the Danube (29 miles). Main road continues NE to Bela (58 miles) and Ruse (91 miles). 463/

Transportation. There is a bus line Pleven-Lovech-Sevlievo and Pleven-Lovech-Troyan.

Railways. Pleven is on the Sofia-Varna trunk line, 120 miles from Sofia and 216 miles from Varna. From Iasen, 3 miles W of Pleven, there is a branch to the Danube ports, Somovit (22 mi.) and Nikopol (29 mi.) which follows the highway and Vit river. Nikopol is opposite the Rumanian rail head at Turnu-Magurele. The nearest junction east of Pleven on the main line is Levski (29 miles), where a branch goes south to Lovech (28.7 mi.), and another north to Svishtov on the Danube (30 mi.).

The former Pleven main station, west of the city, is no longer used for passenger traffic since the construction of a new station in the center of N side of the town, 0.9 mile from the old station. Pleven is equipped with locomotive sheds, watering and coaling facilities. 464/

In 1937 daily traffic averaged about 9 passenger and 10 freight trains on the main line and about 5-6 mixed trains on the Somovit branch. 465/

Aviation. One of the main airdromes in Bulgaria is located south of Dolna Mitropolia village, 6 miles NW of Pleven, on the west side of the Iasen-Somovit railway. It is 1900 by 1600 yds., has a good dry surface, at least four hangars, barracks and fuel tanks, and is said to be suitable for bombers. 466/

Communications. Pleven is connected with the general telegraph system. It has a telephone exchange and trunk line connections with Orekhovo, Somovit and Svishtov on the Danube, and with Lukovit, Lovech and Gorna Orekhovitsa. In 1939 there were 1,406 radio receiving sets. 467/

Health. The state hospital had 250 beds in 1931. 468/ There is also a municipal health center. In 1926 there were about 50 persons independently engaged in medical professions. 469/

Government and Administration. Pleven is the center of an *oblast*, has an *oblast* court, a state prison (capacity under 250 in 1931, now probably larger), and was the quarters of a group of gendarmes, with detachments in Pleven, Lovech and Nikopol.

Newspapers. *Severno Ekho* (Northern Echo), appearing twice a week, and *Plevenski Novini* (Pleven News), weekly with about 3,000 circulation. 470/

Military Considerations. One of the regiments of the Vidin infantry corps, with headquarters in Vratsa, was located in Pleven in peace time. At present Pleven is headquarters of the 4th Army under General Stefanov (Oct. 1942) and including the 5th and 6th divisions. It is also an important remount depot for the cavalry. 471/ Pleven is famous for the long siege in the Russo-Turkish war of 1877-78.

8. Plovdiv (Philippopolis)

Importance. Second largest Bulgarian city, located in the fertile Maritsa valley, which produces large quantities of tobacco, fruits, vegetables, rice, cotton, grain and wines. It is also a major administrative center, a growing industrial city, an important railway junction and a strategic military area.

Location. Latitude: 42°8 N; Longitude: 24°44' E. Elevation 545 feet. The city, located in the center of the flat Plovdiv plain (area 1,158 sq. miles, length 72.7 miles, width 29.8 miles) is built on and around 5 rocky hills. The two largest, the bare Dzhendem Tepe (alt. 928.5 feet) and the wooden Bunardzik (alt. 768 feet), located on the west side of the city stand out at a distance. The others, Sahat Tepe, Dzhambaz Tepe and Nebet Tepe are largely built up.

Description. Buildings are for the most part two-story frame and plaster, or brick (newer ones). About twenty 4 to 6-story tobacco warehouses are scattered north of the station, while 3 or 4 large concrete exposition buildings have been built on the SE slopes of Bunardzhik hill. Other large buildings are the state hospital, the 3 barracks, 3 large hotels, several large high schools, and the regional prison.

Streets in the newer sections are wide and straight, paved with stone blocks, while streets on hills and in the old central portion of the city are narrow and crooked, with cobblestone pavement. The main artery runs NE from the station to the Tsar Simeon park, then N and NNW through the main shopping district, and across the Maritsa to the sub of Filipovo. Industrial sections ring the city to the N, NW, W, and S. 472/ Three-fourths of the city and all 5 hills are south of the Maritsa river, which is spanned by two stone and iron road bridges. A railroad bridge crosses near the W end of the city limits.

The outskirts of the city are characterized by small one and two-story brick houses surrounded by truck gardens. Refugee settlements with one-story whitewashed houses are on the south side, near the station. (See attached city plans).

Climate. Plovdiv has a very mild, almost Mediterranean climate with a mean annual temperature average of 53.8° F. Mean daily maximum temperature (1931-1935) was 64.4°F.; mean minimum 43° F. The hottest months are June, July and August, with an average for July of 74.3° F. to 76.1° F., and a mean maximum of 96° F. The coldest months are December, January and February, with an average of from 23° F. to 36° F. for December. 473/

The average annual rainfall is 19.3 inches (1931-35) and the atmospheric pressure averages 748.5 millibars. Cloudiest months are November, December, and January. There are about 90 rainy days and 25 snowy days a year, with 100 days of light frost. 474/ About 40 per cent of the time the air is calm. Prevailing winds during the winter are W, while W or NW and E or SE winds alternate during the rest of the year. 475/

Population in 1940 was estimated as 125,000, a 25 per cent increase since the 1934 census. In 1934 there wer 99,883 inhabitants of whom 94,289 were Bulgarian citizens, 3,630 Armenian and Russian, 650 Turkish, 400 Greek and 410 Yugoslav, Italian and Czech. Actually only about 80 per cent are Bulgarian by nationality, while 10 per cent are Turks, 5 per cent Armenian and 5 per cent Jewish. 476/

The Bulgarians include about 10,000 emigres from Macedonia and Thrace, some of whom may have returned since 1941. 477/

According to mother tongue, the population in 1934 was divided as follows: 478/

Bulgarian	80,000
Turkish	8,000
Armenian	6,000
Jewish	4,000
Gypsy	850
Russian	430
Greek	250

The religious division was:

Bulgarian Orthodox	74,407
Catholic	4,466
Protestant	411
Armenian	6,000
Moslem	9,050
Jewish	5,500

About 20,000 men and women are at present engaged in industry and another 2,500 are employed in communications. In 1926, out of (roughly) 15,000 industrial workers, some 62 per cent were engaged in food, tobacco, and beverage industries, 15 per cent in metallurgy, 10 per cent in textiles and clothing, and 8 per cent in construction. 479/

Utilities. Plovdiv water comes from the mountains near Asenovgrad, about 12 miles S of the city. Poor pressure made rationing necessary in summer as recently as 1935 and 1942. Though the new portions of the city have running water in the houses, parts of the older city still depend on public fountains. In the surrounding areas well water is used. The water level is at a depth of from 13 to 28 feet. 480/

Electricity is supplied by a municipal 3,200 h.p., 2-turbine, power plant operated by bulk electricity from the 10,000 h.p. "Vucha" hydroelectric plant in the Krichim valley, about 22 miles SW. Tension on the transmission line is 15,000 volts. "Vucha", with a capacity of 14,000 h.p., using 4 main turbines, supplies most of southern Bulgaria. When completed, the reservoir (0.6 sq. mile) on the upper Krichim river will have a capacity of 5,297,100 cubic feet of water for power and irrigation purposes. 481/ An old coal-fired electric plant can be used in emergencies such as the 1942 drought.

Industry is largely based on the 500 or more varieties of food and industrial crops raised in the area. In 1940 there were over 150 industries, the largest being the tobacco industry, with 15 large warehouses and 6 factories, employing over 12,000 workers. 482/

A large sugar refinery handling about 55,000 tons of sugar beets is located N of the Maritsa on the W side of town. There are 4 sugar products factories. The two rice mills E of Filipovo station and 4 smaller ones are next in importance. The rice is shelled but not polished. There are 4 large flour mills and 2 macaroni factories. 483/

Newer industries include canning, drying, freezing, pulverizing and the making of pulp from vegetables and fruits, notably tomatoes and strawberries. Other factories produce alcohol and vinegar (2), beer and wines, vegetable oils (4), soap (2), glass and ceramics, furniture, textiles (6), knit goods, hats and clothing (6), perfumes (11), cardboard (2), paper (2) and paints (2). There are 4 metal works producing bearings, cast machine parts of all sizes, milling machinery, nuts and bolts, wire and stoves. 484/ Other industries produce bricks, rope, gunpowder and electric power.

Supplies. Plovdiv is the truck gardening center of the country, and large supplies of tomatoes, peppers, cabbage, and spinach, grapes, strawberries, apples, and peaches are available, as well as canned products. The local slaughterhouse dresses about 3,900 tons of meat a year, being the third largest in the country. It is equipped with a modern meat freezing and ice making plant. One of the largest cattle markets in the country is at Filipovo station. 485/

The sugar refinery, in addition to about 10,000 tons of sugar, produces large quantities of molasses. Other supplies usually exported are anis seed, wood products, dairy products, slaughterhouse by-products, silk, rose oil, medicinal herbs, aromatic oils, leather and walnuts. About 7,000 tons of rice, or about 70 per cent of the country's average annual supply, and large quantities of other grains, are produced in the area. About half of Bulgaria's yearly production of 5,500 tons of tobacco (1940) is stored for ageing in Plovdiv's 20 warehouses.

Building materials come from two brick factories and from large quarries on Dzhendem Tepe hill. Coal, wood and charcoal are used for heating. Oil was stored in 8 tanks, with a total capacity of 600 tons in 1941. 486/

Large stores of food and wooden building materials are housed in the warehouses of the Bulgarian Agricultural Cooperative Bank on a special railroad siding at Belozem village, 16.8 miles E of Filipovo, on the Burgas railway line. 487/

Highway Connections. Plovdiv is on the international highway from Paris to Istanbul, 89.5 miles from Sofia, and 72.7 miles from Edirne. The Pazardzhik-Plovdiv section of the international highway is completely paved in concrete. It crosses the Maritsa river over a steel bridge, 600 feet long at Polatovo village, 10 miles W of Plovdiv. Other portions are also paved. 488/

Other main highways are Plovdiv-Karlovo (36 mi.), running north, and Plovdiv-Stara Zagora-Burgas (166 mi.), which branches from the international highway at Papazli, 16 miles east of Plovdiv. The Plovdiv-Burgas highway is, for Bulgaria, an excellent macadam road.

Another important first-class highway connects Plovdiv with Xanthi (Greece) (107.5 mi.), via Asenovgrad and Smolian (Pashmakli). Second-class macadam highways run to Koprivshtitsa (41 mi.), Golemo Konare village (14 mi.), Batak (34 mi.), and Kazanluk (50 mi.).

Transportation. Intra-urban transport is mainly by taxi and carriage. A city bus line runs from the main station to Filipovo station. There are about 5 or 6 garages and repair shops. A German military garage is reported. 489/

Service on interurban bus lines has been reduced because of gasoline shortage. Principal lines run to Karlovo, Koprivshitsa, Klisura, Sopot, Smolian, Asenovgrad, Haskovo, Xanthi and Kavalla. 490/

Trucking lines have operated into the regions to the south and southeast, including occupied Thrace, but their activity was curtailed in 1941.

Railway Connections. Plovdiv is the transportation center of southern Bulgaria and second most important railroad junction in the country. Trunklines run to Sofia (71.8 mi.), Edirne (frontier, 89.2 mi.), and Burgas (124 mi.). Other standard gauge lines go to Panagiurishte (44.2 mi.), Karlovo (37.6 mi.), and Asenovgrad (11.3 mi.). Plovdiv has a depot where most locomotive repairs can be made. Trains from Plovdiv to Burgas leave the station on the Edirne line going E, then circle to the S, cross the Sofia-Plovdiv line W of the station, by an overpass, and running N cross the Maritsa river on a 558-ft. bridge to Filipovo, the north station of Plovdiv. At this point the lines to Burgas, Karlovo and Panagiurishte separate.

Aviation. The former civil airport, 1.25 miles SE of the city 491/ has been taken over by the Germans for military purposes. It has a relatively good surface, 3,900 ft. by 3,000 ft., with 5 ~~hangars, barr~~acks, workshop for minor repairs, fuel storage facilities and meteorological station. It is camouflaged and has A.A. defenses. Several other military airfields are located in the vicinity including the important bomber base at Graf Ignatievo (11 miles NE), and landing fields at Golemo Konare (13 miles NW) and Krumovo (about 5 miles SSE).

Communications. Plovdiv has had an automatic telephone system, with 3,000 subscribers since 1941. Trunk lines run to Sofia, Pazardzhik, Panagiurishte, Karlovo, Stara Zagora (Burgas), Chirpan, Papazli (Edirne), and Asenovgrad. Fifteen simultaneous calls are possible on the line to Sofia. It is also a center on the railroad telephone dispatching network with trunk connections to Sofia and Gorna Orekhovitsa. 492/ Telegraph lines connect with all neighboring towns. The International Istanbul-Sofia trunk line passes through the city. There is no radio station.

Health. The climate is warm and relatively healthy, but because of the rice fields there is a tendency toward malaria. There is some typhoid fever during spring and fall because of poor sewerage in some sections. With a population of about 110,000 in 1938, there were 1,333 deaths including 3 from typhoid, 2 from malaria, 183 from tuberculosis, and 46 from other infectious diseases. 493/

The first-class state hospital with over 360 beds is on the E slopes of Dzhendem Tepe hill. There is a small city hospital about 4 blocks E of the Simeon park, and a military hospital at the army barracks. A contagious diseases hospital is located directly E of the railroad yards. There are several private clinics.

Sewerage is inadequate in the old quarter around Dzhambaz and Nebet hills, and to some extent in the refugee quarter south of the station.

Municipal Government. Plovdiv is an *oblast* (region) and *okolia* (district)center, with administration buildings located on Kniaz Ferdinand St., just S of the river. It is the seat of appellate and *oblast* courts, and of the national industrial and food products fair. The *oblast* director in November, 1941, was Dr. Rusev. 494/

Newspapers. Dailies are *Borba* (morning), *Volia*, and *Yug* (evening), 6,000 to 12,000 circulation each. A smaller paper is *Pobeda.* 495/ Though under strict censorship they are often more outspoken,critical and informative than Sofia papers.

Military Considerations. There are no modern permanent defences, but Dzhendem Tepe and Bunardzhik hills lend themselves to fortification. In peacetime, Plovdiv is the headquarters of the 3rd cavalry regiment (on the W of town), the 9th infantry regiment (NW), of an unmounted gendarmerie company (W) and of a large labor corps (SE). At present Plovdiv is headquarters of the Second Army under General Markov including the 3d, 8th and 10th divisions and two frontier guard brigades. 496/ The Plovdiv area is one of the main centers of the German military control, important for its military airfields.

Due to its large size, the following document has been filmed in segments. The order of the segments is as follows: left to right, top to bottom.

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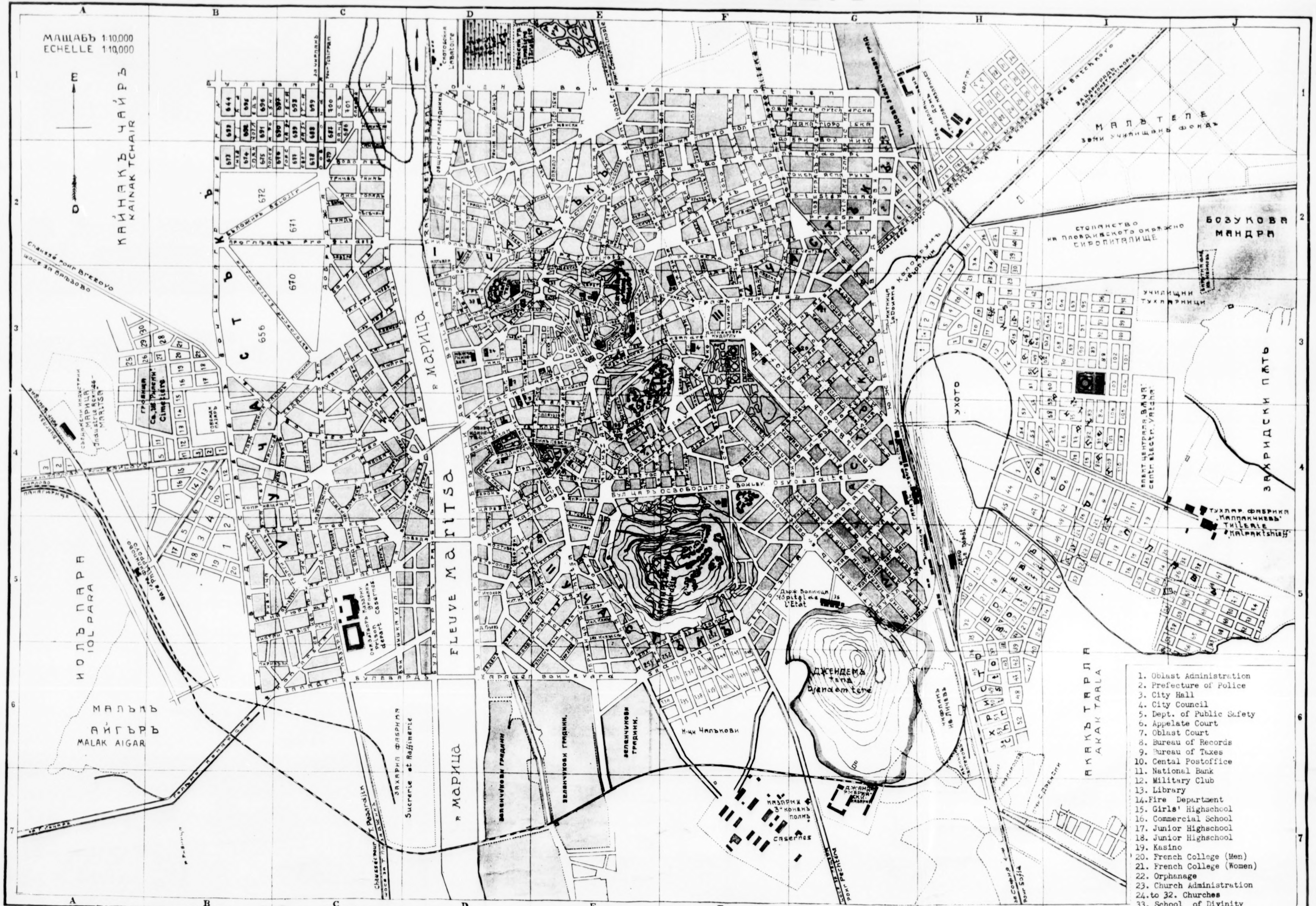
PLAN DE PLOVDIV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KAINAK TCHAIR
р. Марица
FLEUVE MARITSA
р. МАРИЦА
МАЛЪ ТЕПЕ
БОЗУКОВА МАНДРА
Стопанство на Пловдивското окръжно сиропиталище
Училищни тухларници
УХОТО
ЗАХАРИДСКИ ПЪТЬ
Тухларна фабрика „Калпакчиевъ"
Tuilerie „Kalpaktshieff"
Държ. Болница
Hôpital de l'État
ДЖЕНДЕМЪ ТЕПЕ
Djendem tepe
Казарми
Casernes
Захарна фабрика
Sucrerie et Raffinerie
КОЛЪ ПАРА
IOL PARA
МАЛЪКЪ АЙГЪРЪ
MALAK AIGAR
АКАКЪ ТАРЛА
AKAK TARLA
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Cimetière
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1. Oblast Administration
2. Prefecture of Police
3. City Hall
4. City Council
5. Dept. of Public Safety
6. Appelate Court
7. Oblast Court
8. Bureau of Records
9. Bureau of Taxes
10. Cental Postoffice
11. National Bank
12. Military Club
13. Library
14. Fire Department
15. Girls' Highschool
16. Commercial School
17. Junior Highschool
18. Junior Highschool
19. Kasino
20. French College (Men)
21. French College (Women)
22. Orphanage
23. Church Administration
24. to 32. Churches
33. School of Divinity
34. Main Station
35. State Hospital

ЛИТ. Ф. ... ВАРНА

Издатель Ат. Христовъ. Препечатването е забранено.

РАЗПРЕДѢЛЕНИЕТО НА ГРАДА СЪ ЧЕРВЕНИ ЛИНИИКИ СЖ
РАЙОНИТѢ НА ПОЛИЦЕЙСКИТѢ УЧАСТЪЦИ

Editeur Ath. Christoff. La Reproduction est interdite.

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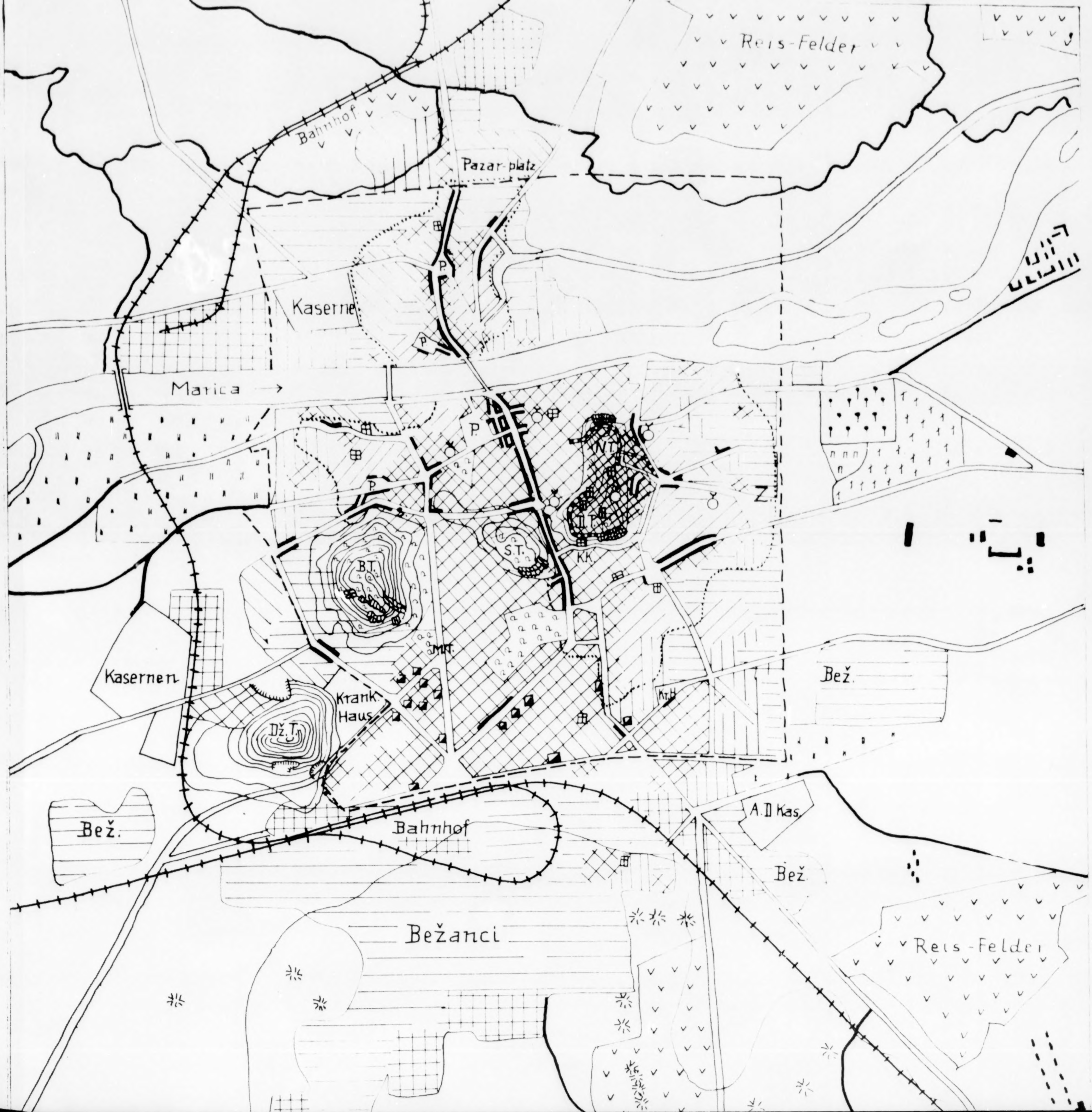
Plovdiv.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K.K.
M.N.T.
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Bahnhof
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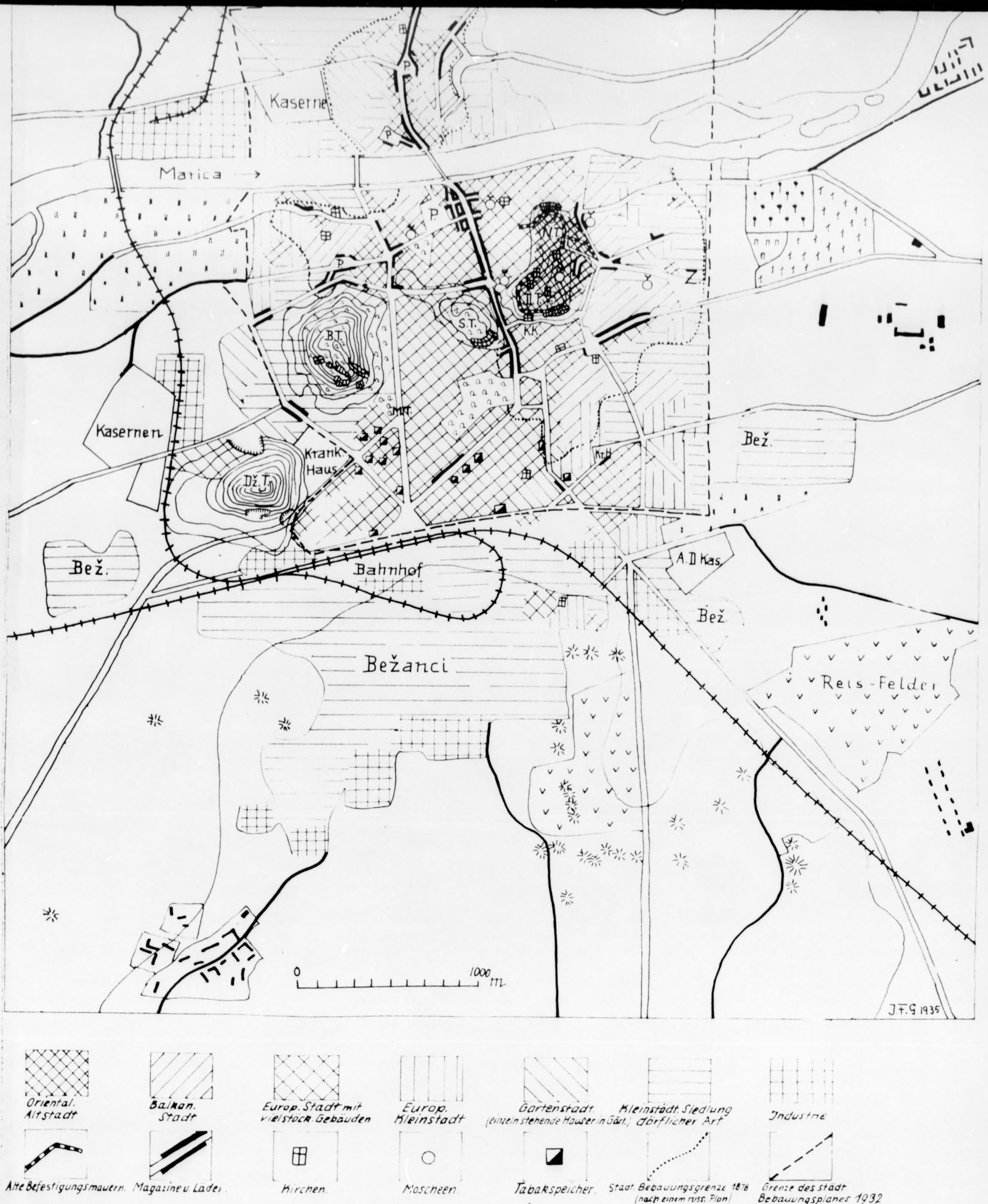
Reis-Felder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0
1000 m.
J.F.G 1935
Oriental. Altstadt
Balkan. Stadt
Europ. Stadt mit vielstöck. Gebäuden
Europ. Kleinstadt
Gartenstadt. (einzeln stehende Häuser in Gärt.)
Kleinstädt. Siedlung dörflicher Art
Industrie
Alte Befestigungsmauern.
Magazine u. Läden.
Kirchen.
Moscheen.
Tabakspeicher.
Städt. Bebauungsgrenze 1878 (nach einem russ. Plan)
Grenze des städt. Bebauungsplanes 1932

N.T. - Nebet Tepe (203m) mit dem Taksim Tepe. D.T. - Džambaz Tepe (um 200m) S.T. - Sahat Tepe (212 m) B.T. - Bunardžik Tepe (234 m) Dž. T. - Džendem Tepe (283 m.) M.T. - Markovo Tepe. K.K. - Kathol. Kirche. Kr. H. - Kathol. Krankenhaus. A.D Kas. - Arbeitsdienst-Kaserne. P. - Pazarplatz. Z. - Zigeuner. Bež. Bežanci. S. - Synagoge.

During about 75 per cent of the winters the Danube freezes over, and permits crossing on the ice. Duration of ice varies from 12 days (1880-81) to 96 days (1878-79); the average is 39 days. Ice begins to form ordinarily between November 20 and December 15 and disappears between the end of February and the middle of March. Meanwhile navigation is interrupted. During autumn navigation is also hindered by fog and low water. Melting snows and heavy rains cause high water and floods in spring and to some extent in early summer. 500/ In 1942 unusually heavy and destructive floods occurred in March.

Population. The estimated population in 1939 was 52,000. 501/ The 1934 census gave 49,447. Of these 2,300 had foreign citizenship, the largest number (760) being Russian and Armenian refugees; about 6,000 were foreign born, half of them in Greater Rumania and 650 in Yugoslavia. About 7,000 spoke Turkish, 2,100 Armenian, 1,750 Jewish, 350 German, 300 Gypsy; there were 36,760 Bulgarian Orthodox, 7,500 Moslems, 2,350 Jews (religion), 2,100 Armenian Gregorian, 587 Catholics, and 200 Protestants (mainly Methodist). 502/

Since 1934 some of the Turks have probably emigrated to Turkey, and some of those listed as born in Rumania have presumably returned to their homes in Southern Dobrudja.

The principal occupations are manufacturing, commerce, transportation, agriculture and fishing. In 1926 (last year for which figures are available) there were about 18,600 actively employed, of whom 10,700 were laborers. Industry and handicrafts accounted for 7,465, including 1,500 independent operators, 2,025 salaried employees and 5,440 workers; commerce, etc., employed about 3,000, of whom half were workers; transportation and communication 1,500, half of whom were workers; agriculture and fishing 1,300. In addition there were 3,200 in public service and liberal professions and 2,150 domestic and unclassified laborers. 503/

Industry. There are about 100 industrial enterprises. The most important is the sugar refinery, one of six in the country. There are three small oil refineries (the only ones in the country). The annual capacity of the First Bulgarian Refinery Co. plant is 22,000 tons of crude oil. In 1935 it produced 3,410 tons of gasoline, 1,980 tons of kerosene, 1,760 tons of gas oil, and 7,920 tons of residue. The refinery of the Petrol Co. has a capacity of 26,400 tons of crude oil. In 1938, 32,584 tons were treated in Ruse, 80 per cent by one of the three refineries. 504/ Other industries include the manufacture of alcohol and beer, hides, and leather, soap, paints and dyes, ceramics, cotton and silk textiles, clothing, and rubber goods. There are several iron works, producing wire, bolts, nuts, iron beds and furniture, etc., and also factories for food products. 505/

There is a chamber of commerce and industry and a produce exchange. 506/ The return of its Dobrudjan hinterland may again make Ruse an important grain center.

9. Ruse (Ruschuk)

Importance. Fourth largest city in Bulgaria, Ruse has important industrial enterprises, including sugar and oil refineries, and the only railway ferry connection with Rumania. It is the most important Bulgarian Danube port and is second only to Burgas in annual volume of imports.

Location. Latitude: 43°50' N.; longitude: 25°58' E. Elevation of port and city stations 75 ft.; old city station (SW) 262 ft. The city extends for several miles along the right bank of the Danube, N and E of the mouth of the Rusenski Lom (also called Kara Lom) river. Its main axle is SW-NE. It is 300 miles above Sulina and lies almost directly south of Giurgiu on the left (Rumanian) bank. Width of the Danube here is about 770 yds. The river bank is high, steep, and indented in places about 130 feet above the water. The city rises from the waterfront to the hills which enclose it on the S and E. These have an elevation of 528-544 ft. and are covered with vineyards.

Description. The city is built on steeply sloping ground and stands high above the water on a terraced bank. The central part of the city is modern, with straight and wide paved streets, new solid one and two-story houses, large public gardens and squares, and a few large public buildings. Parts of the old city (SW) retain oriental features. From the quayside the streets run up to the center of the city. 497/

The main thoroughfares include the principal boulevard, Tsar Ferdinand, which extends along the river front, Boulevard Kniaz Alexander I, which traverses the length of the city parallel to it and ultimately becomes the road to Tutrakan; Boulevard Tsar Boris runs S from the center of the city and merges with the Razgrad-Varna highway. The city park is located at the NE end along the river. Industry is concentrated on the S and SE side of the city. 498/ (See city plan).

Climate. Ruse has a continental climate, with a wide range in temperature, cold, north winds, and less rainfall than the average. At the meteorological station of the state model farm (elevation 518.4 ft.), 5.6 miles south of Ruse, mean temperature in spring is 52° F., winter 31° F., summer 70° F., autumn 53° F. The coldest month is January (29° F.), hottest July (72° F.) The absolute recorded maximum is 107° F. (July), absolute minimum -12° F. (February).

Annual precipitation is 23 inches (winter 3.7, spring 5.6, summer 8.3, autumn 5.4). Heaviest rainfall is in June (3.5 in.), least in February (1.2 in.). During 1931-35, rainy days averaged 90, days with snowfall 26, snow cover 74 days, days with frost 108. There were 117 days with maximum of 77° F. or above.

Prevailing winds are NE and SW: in winter SW, spring NE, summer SW and W, autumn NE. 499/

Supplies. There are large wholesale warehouses and exporting firms dealing in grain, alcohol, sugar, eggs, fowl, walnuts, hides, fruit pulp, lard, bristles, and other products. 507/

Surrounding the town are vineyards, which produce excellent dessert grapes, of which great quantities are exported. Truck gardens are located to the north.

In 1930, 119 tons of Danube fish were marketed and in 1940 1,600 tons of meat were produced. 508/Lumber, salt and petroleum products are imported from Rumania.

Storage facilities for petroleum in 1940 included 91 tanks with a total capacity of 35,480 tons. Capacity of the largest tank was 3,000 tons. 509/ There is also a naval reservoir of unknown capacity. 510/

Utilities. The municipal power plant supplies light, power and fuel. In 1936 the system was A.C.; voltage 120/220 for lighting, 210/380 for industry, and 120/210 for public services. Total connections were 4,641 kw., capacity 1,410 h.p., maximum load recorded 910 kw. The output for 1936 was 2,423,445 kw. h., produced by 3 Diesel generators of 270 each and one of 600 h. p. Fuel used is gas and oil. 511/ The plant is located near the river, about half a mile southwest of the city station.

The municipal baths are located near the port station. Recently a public market in the center of the city and a municipal slaughter house have been constructed. 512/

Transportation. There is a city bus system. Ruse is also a center for bus lines. There are two automobile ferries, with a capacity of 3 vehicles each, which require 45 minutes for the round trip to Giurgiu. 513/ A pontoon bridge was laid by the Germans in 1941. This was removed while the river was frozen, but has presumably been replaced for the summer months. 514/

Roads. The two main first-class highways go to Tirnovo and Varna. The Tirnovo road leaves the city from the west, crosses the Lom river back of the port, and follows the Lom and Yantra river valleys and the railway to Tirnovo (59.5 mi.); junction, west of Bela with Pleven-Sofia highway. Road continues via Shipka pass to Stara Zagora and Haskovo. The Varna road (129 mi.) leaves from the south and goes via Razgrad (39 mi.); junction with Tirnovo-Silistra road) and Shumen (69 mi.); from the northeast, a first-class road follows the Danube to Tutrakan (33 mi.), and then inland to Silistra (71.5 mi.). 515/ Apparently there is now a direct road between Ruse and Svishtov.

Railways. Ruse is the terminus of two lines: from Kaspichan (Varna) and Gorna Orekhovitsa. The former is not in very good condition, nor is it of great significance (except as an alternative connection between the Danube and the Black Sea). Between September, 1939, and June, 1941, however, it was used extensively by the Germans for transporting oil from Batum to the Danube. The other connects Gorna Orekhovitsa (70 mi.), one of the most important junctions in the country, with the Sofia-Varna trunk line and continues south across the Balkan mountains via Tirnovo-Tulovo (connections with what ultimately will be the direct Sofia-Burgas line) --to Stara Zagora, on the Plovdiv-Burgas line. The line continues via Mikhailovo and Rakovski (on the Tsaribrod-Svilengrad line) south to Momchilgrad. Work is in progress linking it with the Salonika-Edirne line at Komotini. 516/

Ruse has three stations, connected by a girdle line--the former Gorna Orekhovitsa line station, now a halt on the outskirts of the city on the SW; the old terminus of the Varna line, now the city station, diagonally opposite and 4 railway miles from the halt; and the new port station, 1.3 miles upstream from the city station. Trains for Varna start from the port station and proceed via the city station. Trains for Gorna Orekhovitsa start from the port and go either via the city station, then circle the east end of the city and continue southwest along the inland side to Ruse halt or proceed south and southwest directly from the port, along the right bank of the Lom river, to join the girdle line west of the halt. At the east end of the city, an additional branch connects the girdle line with the Varna line, thus forming a triangle junction.

At the east end of the city there are watering facilities, marshalling yards, locomotive sheds, and maintenance shops, and one of the pricipal repair workshops in the country. At the port station there are also locomotive sheds, watering facilities and several sidings, some of which run along the quay and permit loading and unloading from cars to boats. 517/

Average daily traffic in 1937 was 5.52 freight and 4.01 passenger trains on the Kaspichan line, and 4.01 freight and 6.01 passenger trains on the Gorna Orekhovitsa line. 518/

The importance of Ruse has increased as a result of the establishment of the train ferry to Giurgiu (June, 1941). Only one of the two proposed ferry boats was in operation by May, 1942. In 10 hours four round trips are possible. Maximum load is 450 tons, or fifteen 20-ton railroad cars; speed (in either direction) 7.5 to 10.5 m.p.h.; Duration of round trip 135 minutes; daily capacity (4 trips) 120 cars. 519/

Water Transportation. Ruse is the most important Bulgarian Danube port. In 1937, out of 26 Bulgarian ports, it was first in number of boat arrivals and passenger departures, second to Burgas in cargo unloaded, and fourth in cargo loaded. 520/

The whole Danube bank at Ruse is faced with stone to a width of 164 ft., permitting the tying up of barges along a three-mile frontage. The 1.2 mile main port area is at the W and SW side of the city and reaches from 600 yards below the passenger landing pontoons, to the new enclosed harbor in the mouth of the river Rusenski Lom.

The open port consists of a 2,600-ft. highwater quay at the port station, where there are 5 landing stages. Depth at the quays is 23 ft. At low water it is 6 ft. and maximum is about 30 ft. NE of it is a 427-ft. low-water quay. Storage sheds and at least 4 railway sidings serve these sections. Ships of 600 to 700 tons can tie up at high water.

SW of the main quay is the mouth of the Lom river, and just beyond the long St. Matei island. Since 1934, a modern enclosed port, with an area of 36.3 acres, has been constructed between the mouth of the river and the island. 521/ (See attached harbor plans). The following works had been completed by 1938:

1. The Lom river was straightened and dredged inland to a distance of 6.2 miles, to prevent floods. Its mouth was moved 0.56 miles to the west by cutting a canal across St. Matei island, and the canal banks were faced with stone.

2. A 1,542-ft. stone dam, connecting the island and mainland W of the new mouth, was built to protect work in the inner harbor and help guide the waters of the Lom through the new canal. The dam is 23 feet high above water, up to 33 ft. under water, and width at the base is from 66 to 112 ft.

3. A 3,100-ft. earth dam, connecting mainland and island E of the stone dam, was built to form the W boundary of the inner harbor and the E bank of the Lom mouth. It is 26.3 ft. high and 51.2 ft. wide at the base.

4. A 2,493-ft. stone breakwater was built, running E. from the tip of St. Matei island to the W end of the main quay, leaving a 164-ft. harbor entrance, 6.5 ft. deep at low water.

5. In the triangle formed by the old Lom river course, its new course, St. Matei island and the breakwater, extensive dredging was carried to a depth of 8.2 ft., and the following harbor installations were completed:

a) A slipway for ships up to 260 ft. was built immediately S of the harbor entrance, equipped with a 440-ton capacity sling chain (Helling) to haul ships up abeam. Extension of the marine repair shops at this spot was planned.

b) 500 ft. S of it is the new Ruse-Giurgiu ferry dock, consisting of a 656-ft. steel "bridge", or approach, that can be raised or lowered 26 ft. at the harbor end, with an 82-ft. "leaf" which is fastened on the ferry boat to permit transfer of railway cars. The boat itself is 213 ft. long, 50 ft. wide, has 3 parallel tracks with a total length of 541 ft., and a capacity of 1,980 gross tons.

c) A 1,082-ft. vertical steel apron has been sunk by a pile driver to a depth of 21.6 ft. below the river bottom. The wall is 17.3 ft. high at low water level.

The area behind it has been filled in and now forms the main quay for heavy freight and grain. On it are being constructed 3 large storage sheds, 8 sidings and a mobile crane. It adjoins the ferry dock to the W.

Under construction, or planned, are a 1,404-ft. quay with sloping stone walls for piece shipment unloading, and a 2,020-ft. medium quay, with an area of 451,000 sq. ft., intended for a free port.

The total unloading and other shore space made available by the new harbor works is about 1,000,000 sq. ft., and the water area is over 36 acres.

In 1937, the facilities at the old main quay include 11 wooden sheds with a total area of 66,000 square feet, open storage space 97,000 square feet; 27,700 ft. of railway sidings, and 2 railway or hand cranes with capacity of 13.2 tons. There were 5 steam or motor vessels at Ruse totalling 213 tons net, 8 barges or pontoons totalling 2,160 tons net, and 2 dredges with a capacity of 392 cu. yards per hour. 522/ One of the major accomplishments of the repair shops was the conversion of an old tugboat into a passenger boat, the "Vit", with a capacity of 400. 523/

Port activity in 1939 was as follows: ships arrived 4,840, departed 4,809; passengers arrived 26,306, departed 24,116; net registered tonnage arrived 770,243, departed 766,922; cargo discharged 125,400 tons, loaded 57,200 tons. 524/

There is daily passenger and cargo service and tri-weekly express service between Ruse and the other Danube ports. 525/

Oil Transportation. The Bulgarian oil port is located about 0.6 miles downstream from Ruse East railway station. In December, 1941, it was reported that the new train ferry was moving 22 tank cars per day from Rumania. A pipe-line was laid from Giurgiu to Ruse on a pontoon bridge; later it was laid directly on the ice. 526/

There is also a special lumber port.

Air Transportation. In 1940, the landing field, located about 1 mile northeast of the city, measured 1,800 by 1,500 ft. Surface, good. 527/

Communications. There is a dial telephone exchange, which had 622 subscribers in 1938. The system included an amplifying station, and trunk lines to Kubrat, Razgrad and Bela. 528/ In addition there is a cable connection with the international line Giurgiu-Bucharest. 529/ Ruse is connected with the Bulgarian telegraph system and with Giurgiu on the international line, Turkey-Bulgaria-Rumania-Hungary. The central postal-telephone-telegraph office is located near and somewhat south of the port station, on Alexander I Square.

In 1939 there were 1,937 radio receiving sets, but no broadcasting facilities.

Health. The class I state hospital, a large stone structure located near the river between the barracks and the city station, had 300 beds in 1931. In 1938 there were 706 deaths (population about 50,000), including 61 from tuberculosis and 41 from infectious diseases. Ruse had about 80 doctors. 530/

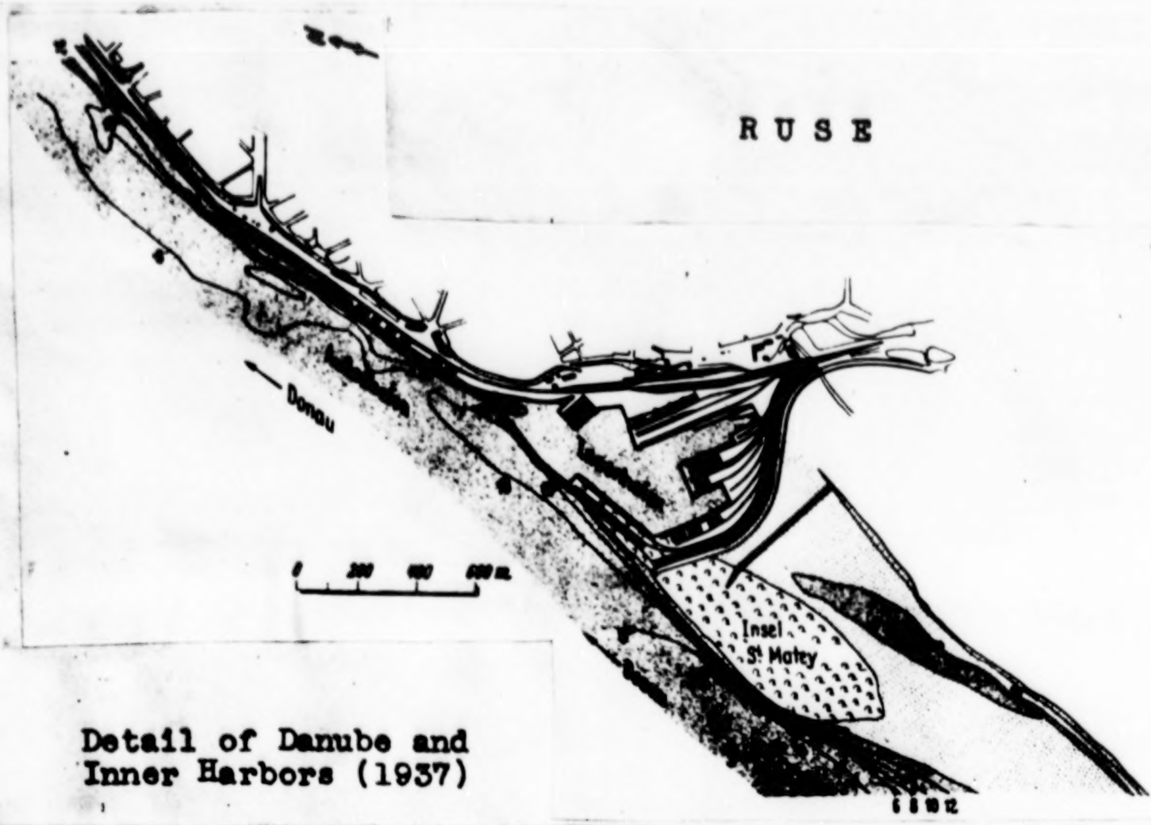
Government. Ruse is the center of the Ruse district of the Shumen oblast. In addition to a regional court, it has one of the three courts of appeal in the country. It is the headquarters of a group of mounted gendarmerie and of the 14th group of ordinary gendarmerie, which includes Ruse, Razgrad and Svishtov. The state prison (capacity under 250) had a cardboard shop in 1931. 531/

Personalities. The Orthodox Metropolitan of Dorostol-Cherven has his seat in Ruse and includes Razgrad in his jurisdiction. In addition, there is a bishop of the Gregorian (Armenian) Church and a Roman Catholic bishop. In 1938 the mayor was an engineer, Kiril Startsev.

Newspapers. Rusenska Poshta (A.M.), circulation 5,000; Rusenska Narodna Borba (A.M.), circulation 2,200 to 2,500; Dunavska Tribuna (noon), circulation 4,000, and Rusenski Novini (P.M.), circulation 2,000. 532/

Military Considerations. Ruse has been the headquarters of the Danube corps of the infantry, with subordinate units located in Svishtov, Tirnovo, and Lovech. A section of the frontier guards was also located here. 533/ A large area containing barracks is situated near the river, immediately south of the state hospital. Other barracks extend along the north side of the girdle railway.

RUSE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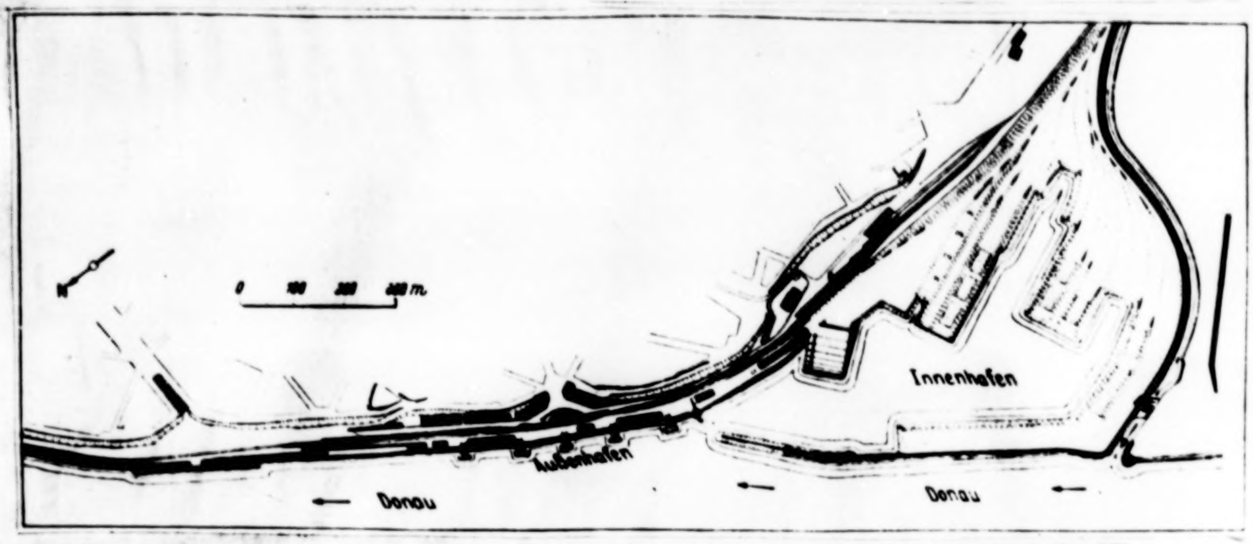
Insel St Matey

Detail of Danube and Inner Harbors (1937)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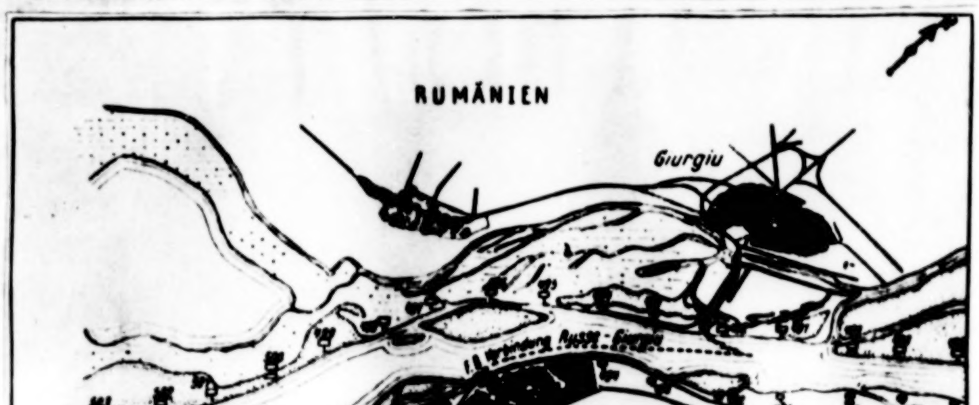
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The Ruse-Giurgiu Ferry

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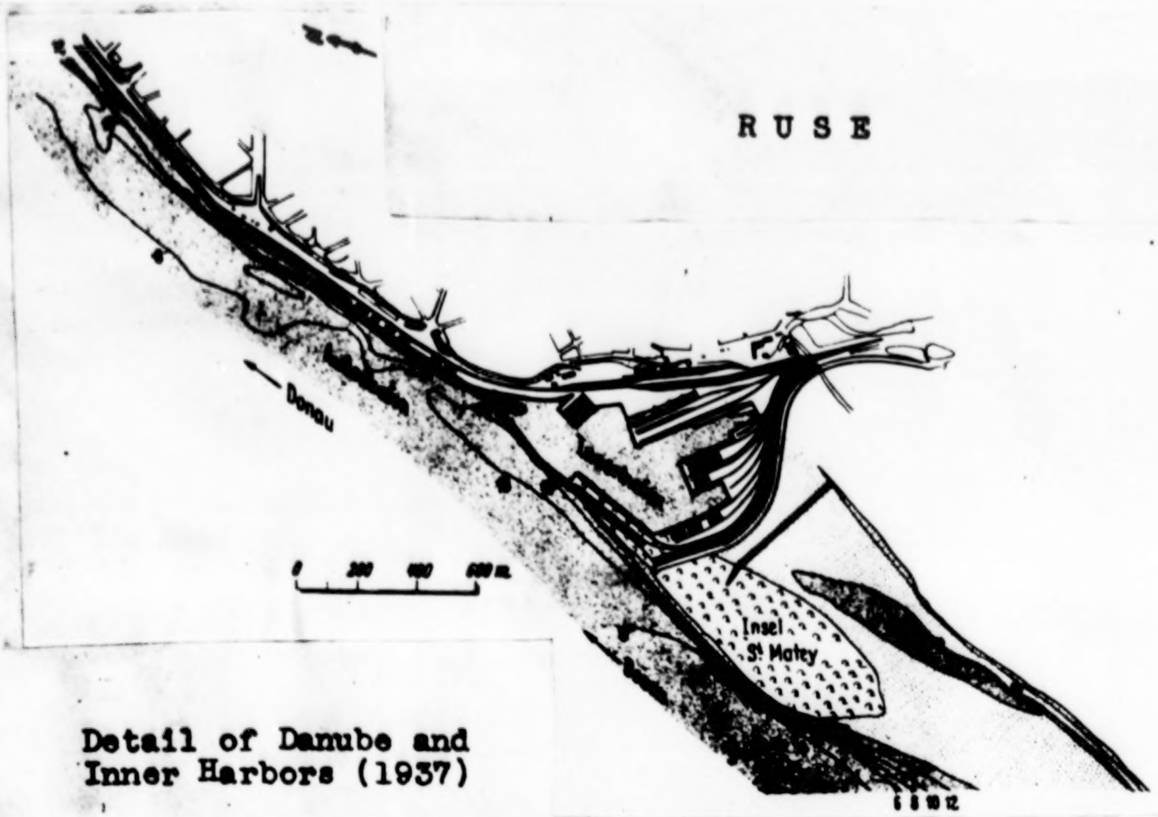
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Insel
St. Matey

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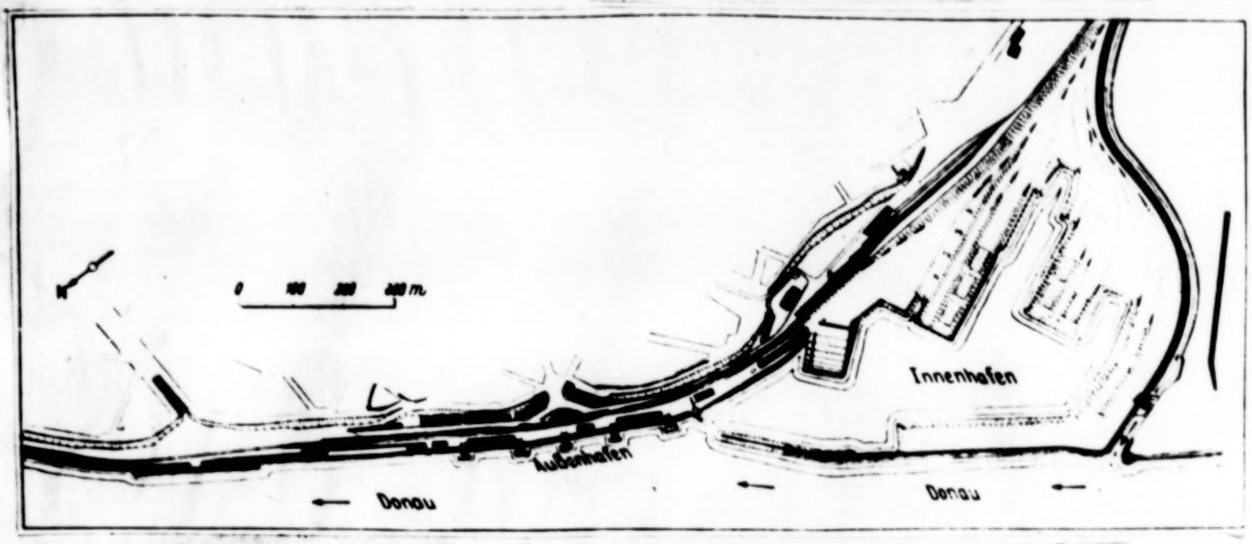
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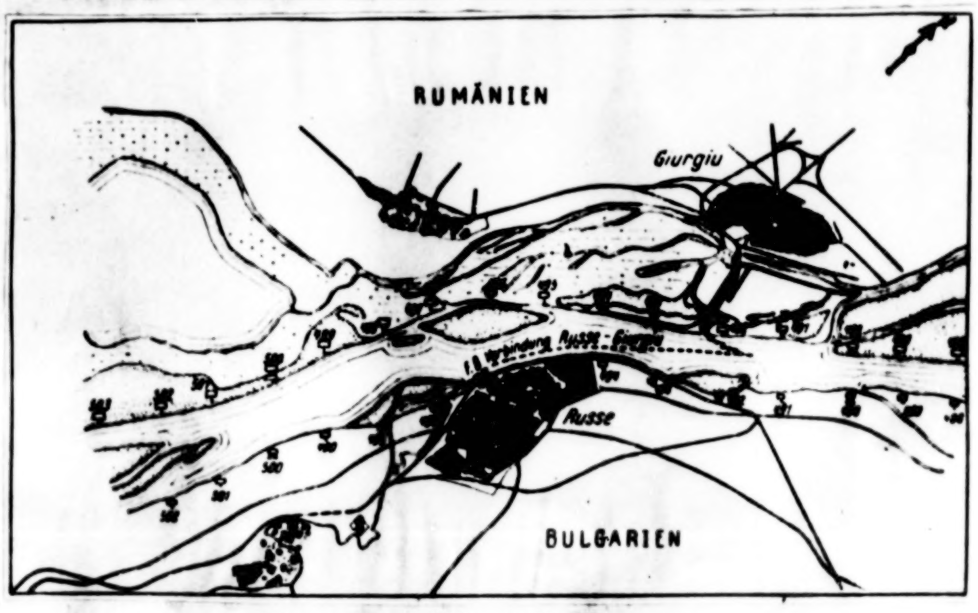
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Giurgiu
Verbindung Russe - Giurgiu
Russe
BULGARIEN

The Ruse-Giurgiu Ferry

10. Sliven.

Importance. Important textile city, and commercial center of a large part of east-central Bulgaria.

Location. Latitude: 42°42' N.; longitude: 26°21' E.; elevation 906 feet. 534/

The city is in the NW corner of the Sliven plain, 43.5 mi. long, 10.6 mi. wide (S of Sliven) with an area of 319 sq. mi. To the north is the Balkan range (elevation 3,000 to 4,000 feet); west and southwest is the Surnena Gora, eas ern section of the Sredna Gora mountains, (elevation 1,853 ft.); south are the Bakurdzhitsi hills, and east is the Karn bat watershed, with an average altitude of 932 ft. 535/

Description. Sliven occupies a short funnel-shaped valley of the Balkan mountains, opening to the E. Wooded or vine covered mountains rise to the SW, W and NE, while t the N, at the end of the funnel, rise bare, blue-tinted limestone cliffs to a height of 3,543 ft. Deep and narrow canyons enter the valley from all sides, and three streams flow through the city, joining south of the station. The largest, coming from the NW, is the Arsenitsa.

The main, or western part of the city is built on the slopes, while the barracks, hospital and newer section are on open level ground to the E.

Houses are one and two-story stone or brick. The largest buildings are the city hall, with a 7-story tower used for fire detection, and the state prison, on the N. There are 9 large school buildings. Houses outside the center have large gardens.

Factories are concentrated on the N bank of the Arsenitsa river S of the station, in the canyons to the N and W, and in the Novo Selo suburb to the N. The railway station is built on an embankment, S of the city.

Streets are steep and crooked, but wide in the center of town. Pavement is largely cobblestones. There are 5 stone bridges over the various streams, and many paved fords, but in many cases the streams run through the street 536/ (See city plan and photograph).

Climate. Winters are cold, while summers are hot, but bearable. Wind changes are drastic and frequent, but the mountains protect against temperature changes that would affect the crops. It is windy the year around, the wind coming in sudden gusts because of the funnel shape of the valley. Precipitation averages 24.9 inches a year. 537/

Population in 1934 was 30,571. In spite of industrial development, the increase has been slow, due largely to poor communications. 538/ The population today is probably 33,000-35,000.

The Bulgarians in 1934 numbered about 24,000. In addition to these, there were 700 Armenians, 2,500 Turks, 2,500 sedentary Gypsies, and 500 Jews. 539/

The occupational division of the 12,000 active population in 1926, when the total population was 30,000, was as follows: 540/

Agriculture and Gardening	2,000
Industry (chiefly textiles)	5,000
Transportation	500
Commerce	1,000
Administration and Army	1,500
Others (professions, unemployed, etc.)	2,000

The proportions have probably not changed radically.

Viticulture is a secondary occupation for many.

Industry. Sliven is the largest textile manufacturing city after Gabrovo, with woolen cloth (particularly army khaki) and blankets the largest branch. The wool comes from a special brand of sheep raised near Karnobat. There are about 10 large and 8 or 10 small textile mills, operated in part by water power. Other important industries are clothing, foods, construction and wine-making.

Supplies. Besides large quantities of woolen and other goods, and ready-made clothes, Sliven generally has on hand large supplies of grain, fruits, and vegetables, and some tobacco. Being the market center of the area, there are grain, wine, and other food storage sheds, on both sides of the Arsenitsa river near the center of town. 541/

Utilities. The water supply is abundant and good, but the installations are primitive. Most of the inhabitants get water from corner fountains, supplied from a city-owned reservoir in the mountains. The streams which run down many of the streets and the 3 rivers that flow through the town are diverted for watering gardens and used as sewers. There are no covered sewers. 542/

City electric power in 1938 came from a Diesel plant with 760 K.V.A. capacity. Six of the textile mills, located in mountain canyons, have water-driven turbines with a large potential capacity. 543/

Highway Connections. Six highways converge on Sliven from all directions, except the N. Of commercial importance are the main macadam roads SE to Yambol (17.4 mi.), SW to Stara Zagora (42.9 mi.) and E to Burgas (69 mi.) via Karnobat and Aitos. All three are wide, level and well kept up. An excellently paved first-class macadam road leads W along the Tundzha river between the Balkan and Sredna Gora mountains to Kazanluk (47 mi.), and a difficult first or second-class highway goes through the mountains in a NW direction to Tirnovo (62 mi.), via Elena (40.4 mi.). A well travelled second-class highway (parts are first-class) runs NE, then N and NW through the mountains to the industrial town of Kotel (23.6 mi.), and on through Omortag and Turgovishte to Shumen (80 mi.). An alternate route to Shumen branches off from the Burgas road, 18.6 miles E of Sliven and crosses the Balkans by way of the Mokrenski Pass and Preslav. (Total distance to Shumen, 76 mi.) These macadam roads are only about 13 ft. wide (metalled portion), and are often endangered by washouts and winter snows. Gradients are often 1:14 and curves have radii of as low as 330 ft. 544/

Transportation. Intraurban transport is primitive. There are only a few automobiles in the city, but many carts. Repair faciities are limited. Interurban bus connections are with Elena (NW) and Kotel (NE), and both bus and trucking lines operate to Yambol and Nova Zagora.

Railways. Sliven is on a branch line connecting the Plovdiv-Burgas trunk line at Zimnitsa junction (15.5 mi.) with the Plovdiv-Gorna Orekhovitsa line at Dubovo (42.3 mi.).

This line, which now has only local significance, will be an important link in the new Sofia-Burgas trunk line via Karlovo, Kazanluk and Sliven, which is scheduled for complètion in 1944, and which will undoubtedly increase Sliven's economic importance.

Communications. There is a small city telephone exchange which serves as a center for inter-village telephone communicatións. Telephone trunk lines in 1938 ran only N to Kotel and S to Yambol. Telegraph connections are adequate. 545/ There is no radio station.

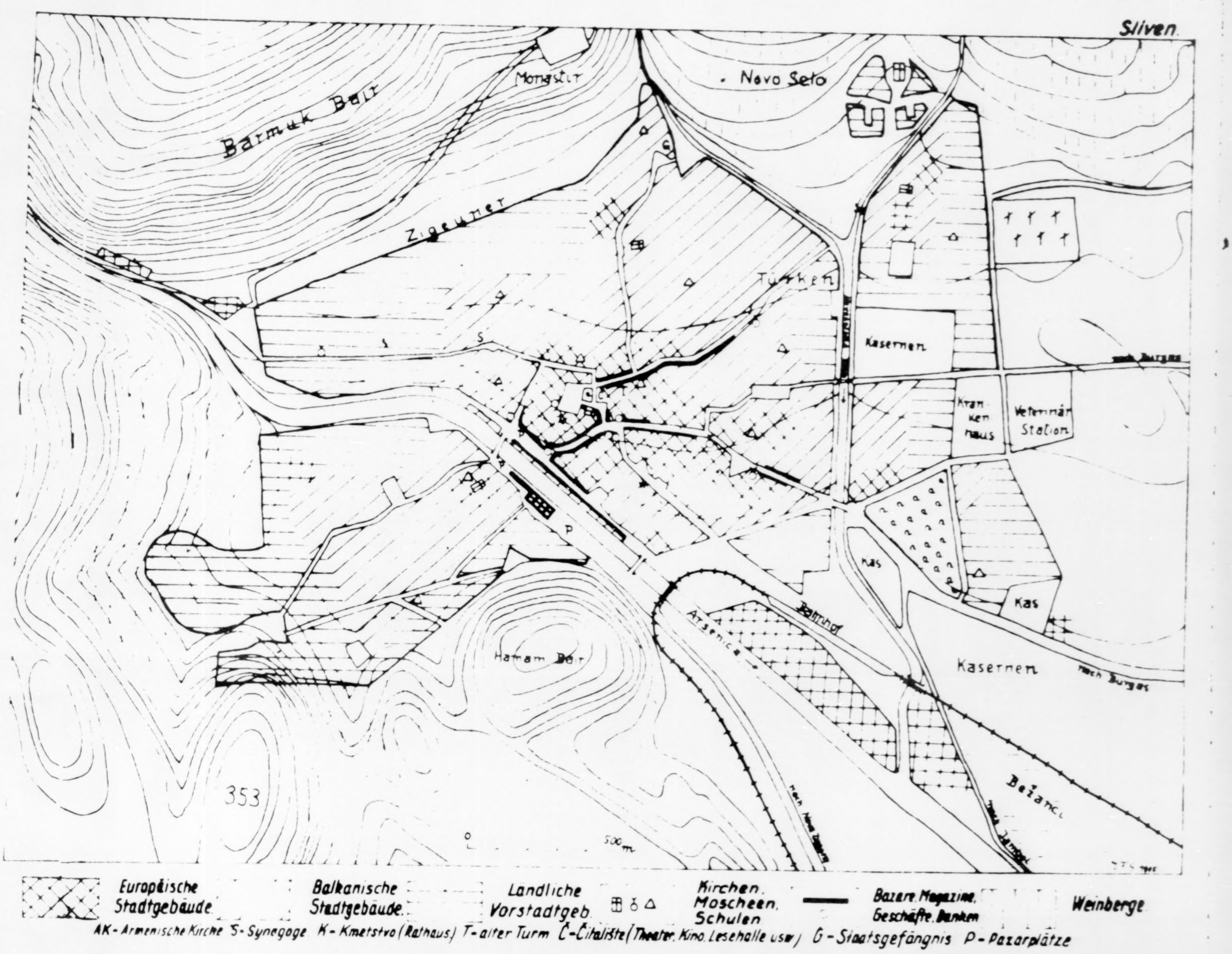
Health. The climate is exceptionally healthy. Despite open sewers, there are no epidemics. The state hospital has about 200 beds and the army hospital from 20 to 40. Both are located on the east side of the city. Additional hospital space could be found in about 5 schools and in a monastery north of the town. In 1934, there were about 20 doctors. A veterinary station is located next to the state hospital. 546/

Municipal Government. Except as a district (Okolie) center, Sliven has little administrative importance.

Newspapers. Pravda (Justice).

Military Considerations. Sliven is the peacetime headquarters of the "Balkan" Infantry Division (or 3rd Army), whose 11th regiment is quartered there, as well as of the 6th artillery regiment. Barracks are along the E bank of the Novo Selo river on the E side of town.

An all-weather landing field is reported one mile SE, near the railway line.


Sliven.
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Bežanci
nach Nova Zagora
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P
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Europäische Stadtgebäude
Balkanische Stadtgebäude
Ländliche Vorstadtgeb.
⊞ ♁ △ Kirchen, Moscheen, Schulen
Bazare, Magazine, Geschäfte, Banken
Weinberge
AK - Armenische Kirche S - Synagoge K - Kmetstvo (Rathaus) T - alter Turm Č - Čitalište (Theater, Kino, Lesehalle usw.) G - Staatsgefängnis P - Pazarplätze

Sliwen, die Geburtsstätte der bulgarischen Industrie; wichtiger Sitz der Textilindustrie

11. Stara Zagora (Eski Zagra)

Importance. Stara Zagora is located in a fertile agricultural area and is an important transportation and communications junction. It is the administrative center of the Stara Zagora oblast and is next to Plovdiv in importance in Central Bulgaria.

Location. Latitude: 42°26'N; longitude: 26°21' E. Elevation 768 ft. Altitude of hills N of city, 1375 ft.; of station S of city 558 ft. 547/ The town has an excellent geographic location at the southern base of the low Surnena Gora--eastern extension of the Sredna Gora range--which nowhere exceeds 5,250 ft. in height. The Zagora plain, a rolling steppe-like rich grain-growing region, which extends east to Nova Zagora, is 39 miles in length, 21 miles in width, has an area of 611 sq. miles and an average elevation of 525 ft. 548/ On the slopes W, NE and S of the town are vineyards and orchards. In the NW a municipal park overlooks the town. Elsewhere the hills are bare.

Description. The town is built on a long gradual slope between the hills and the plain. Almost completely destroyed by fire in 1877, it has been rebuilt on a rectangular plan, with newer extensions on the NW and N. The area between the city and the railway station on the S and SW has also been built up. The state hospital and barracks on the W, other barracks and a brewery on the N and the state prison on the S are outside the city limits.

The streets are long, broad and straight, meeting at right angles. The city is built along the main N-S and E-W streets (Eftimi and Tsar Simeon), which are on the Tirnovo-Adrianople and Burgas-Plovdiv highways respectively. On or near these streets are all the more important business establishments, banks, hotels, and government offices. Where these thoroughfares intersect are the few remnants of the old Turkish town, including the bazaar, mosque and market places. N of the bazaar is the new 2-story post, telegraph and telephone building, with a 4-story red and white tower. Next to it, on a square, is the fire station. West of the bazaar, on a small square are the city hall, theater and library. Still further W is the large white cathedral, with three domed towers visible at a great distance. North of it is a second mosque.

Towards the periphery of the city the houses are smaller, more oriental, and often surrounded by gardens. Especially on the E and W sides the suburbs acquire a rural aspect. At each end of the E-W artery (Tsar Simeon) is a cattle market. W of the municipal grove is a large rural, refugee quarter. At the E end beyond Tirnovo railway is the gypsy quarter.

At the SW corner of the city is the railway station with industrial areas on either side of it. A third industrial concentration is N of the city. 549/ (See city p attached).

Climate. Stara Zagora in summer is one of the hottest places in Bulgaria. Mean temperature in January, the

(7[illegible])

the coldest month, is 33.8° F.; April 55.4° F.; July, the hottest month, 78° F.; October 59° F. There are 7 months with mean temperatures above 50° F.

Average annual precipitation is 23.4 inches. Heaviest rainfall is in June with 3 inches; least in January with 1.4 inches. 550/

Population. At the last census (1934) the population was 29,825, an increase of 17.8 per cent since 1920. Refugees numbered over 2,000. Turkish was spoken by 1,192, Gypsy 1,083, Jewish 364, Armenian 331, Russian 145. About 90 per cent of the inhabitants are Bulgarian Orthodox. The largest religious minority are the Moslem Turks and Gypsies (2,140), followed by Jews (558), Gregorian Armenians (279), Catholics (76) and Protestants (42). 551/

In 1926, when the population was about the same as in 1934 (28,957), 3,827 were self-employed, 3,030 were salaried employees and 5,795 were workers. Agriculture, especially viticulture, employed 2,095; industry 3,876, of whom 2,467 were workers--the largest number in the clothing, building, metal and food industries; 1,260 were engaged in commerce. 552/

Industry. In 1931, Stara Zagora had the following industrial enterprises: 6 flour mills, 8 alcohol distilleries, 2 canneries, 4 tobacco factories, 5 rose oil distilleries, 1 soap factory, 4 vegetable oil factories, 3 tanneries, 1 cardboard factory, 1 bottle factory, 7 iron goods factories (including a bed factory), and one brick factory. 553/ Most of these were small.

Supplies. Most kinds of agricultural products are available, the most important being grain (especially wheat), animal products, and wine. In 1940, 2,250,000 lbs. of meat were produced in Stara Zagora. 554/ The The wine cooperative, which has storage facilities for 132,000 gallons, produced in 1937 1,029,000 lbs. of grapes and 78,700 gallons of wine. 555/ There is a large brewery, Various aromatic oils are distilled in addition to rose oil. Among the articles exported is white cheese.

Although the hills in the vicinity are bare, there is considerable wooded land in the Stara Zagora district. The nearest coal supplies come from the anthracite and bituminous coal mines in the Balkan Mountains along the railway to the north, and from the state lignite mine and briquette factory "Maritsa", at Mariino near Rakovski to the south, also directly accessible by railway.

Stara Zagora had 4 oil storage tanks in 1940, with a combined capacity of 160 tons. 556/

Utilities. The town is electrically lighted. Electricity is supplied from the thermal (lignite) power plant near the Maritsa mine. 557/ The current supplied by the local bulk plant in Stara Zagora is A.C. 220/380 volts.

In 1932 an irrigation reservoir on the Tundzha river was planned, which was to include hydroelectric plants developing 12,000 h.p. These were to serve the whole Stara Zagora area. 558/ Work is reported in progress.

Roads. Stara Zagora is strategically located at the intersection of the first-class Plovdiv-Burgas highway and the important route between Ruse and the south. The latter proceeds NW of Stara Zagora to Kazanluk (21 mi.), where one branch goes W to Karlovo and ultimately Sofia, while the other continues N over the Shipka pass to Gabrovo and beyond. South of Stara Zagora, the N-S highway goes SE to Harmanli (39 mi.), where it joins the international highway Sofia-Plovdiv-Edirne. From Sredets, 13 miles S of Stara Zagora, a road branches to Rakovski, Haskovo, Kurdzhali and ultimately Giumiurdzhina (Komotini) and Porto Lagos on the Aegean. 559/

Local roads include one from Kolio Ganchevo, 2 miles S of Stara Zagora, to Radnevo and one to the Stara Zagora hot springs, 9 miles NW.

Railways. The main line Sofia-Plovdiv-Burgas passes through Stara Zagora. At Mikhailovo (14.5 mi. SW), there is a branch via Rakovski (26 mi.), on trunk line Plovdiv-Svilengrad; to Momchilgrad (68 mi.), which is in process of continuation via Zlatograd to Giumiurdzhina and the Salonika-Istanbul line; at Nova Zagora (20.5 mi. E) junction with line to Zlatidol on the Plovdiv-Svilengrad line. Distance to Plovdiv 66 mi.; to Burgas 116.5 mi.

The Stara Zagora-Ruse line proceeds north to Tulovo (17 mi.), junction with line west to Kazanluk (9 mi.) and Karlovo-Plovdiv; at Dubovo (21 mi.), branch to Sliven and Zimnitsa (junction with direct Stara Zagora-Burgas line); from Dubovo the Ruse line continues north over the Krustets pass (34 mi.) to Tirnovo and Gorna Orekhovitsa (94.5 mi.), junction with Sofia-Varna trunk line. Distance to Ruse, 164.8 miles.

The large Stara Zagora station is on the SW side of the town; the buildings are on the N side of the tracks. The Ruse line leaves the main line half a mile east of the station and circles around the east side of the city. There are extensive marshalling yards, watering facilities, a weigh bridge (capacity 30 tons), and engine sheds. 560/

In 1937 traffic between Stara Zagora and Mikhailovo averaged 12.25 passenger and 6.88 freight trains per day; on the Nova Zagora section, 8.01 and 4.33, respectively; on the Tulovo section, 5.96 and 7.81, respectively. 561/ In 1930-31, passenger arrivals totaled 225,575, departures 221,150; freight unloaded 25,925 tons, loaded 44,263 tons, of which 2,893 tons consisted of grain. 562/

Aviation. A branch of the air corp and a military airdome are located at Kolio Ganchevo, a village on the highway about 2 mi. S of the city. 563/ The airdome is 3,000 by 6,000 ft. and has a 1,300-ft. rubble runway, at least 2 hangars, fuel storage and facilities for minor repairs.

Communication. The city is connected with the general Bulgarian telegraph system. There is a new automatic telephone exchange with 340 subscribers (1938), 564/ and an amplifying station with trunk lines to Plovdiv, Kazanluk, Trevna (Tirnovo), Nova Zagora, Harmanli, Haskovo, and Chirpan.

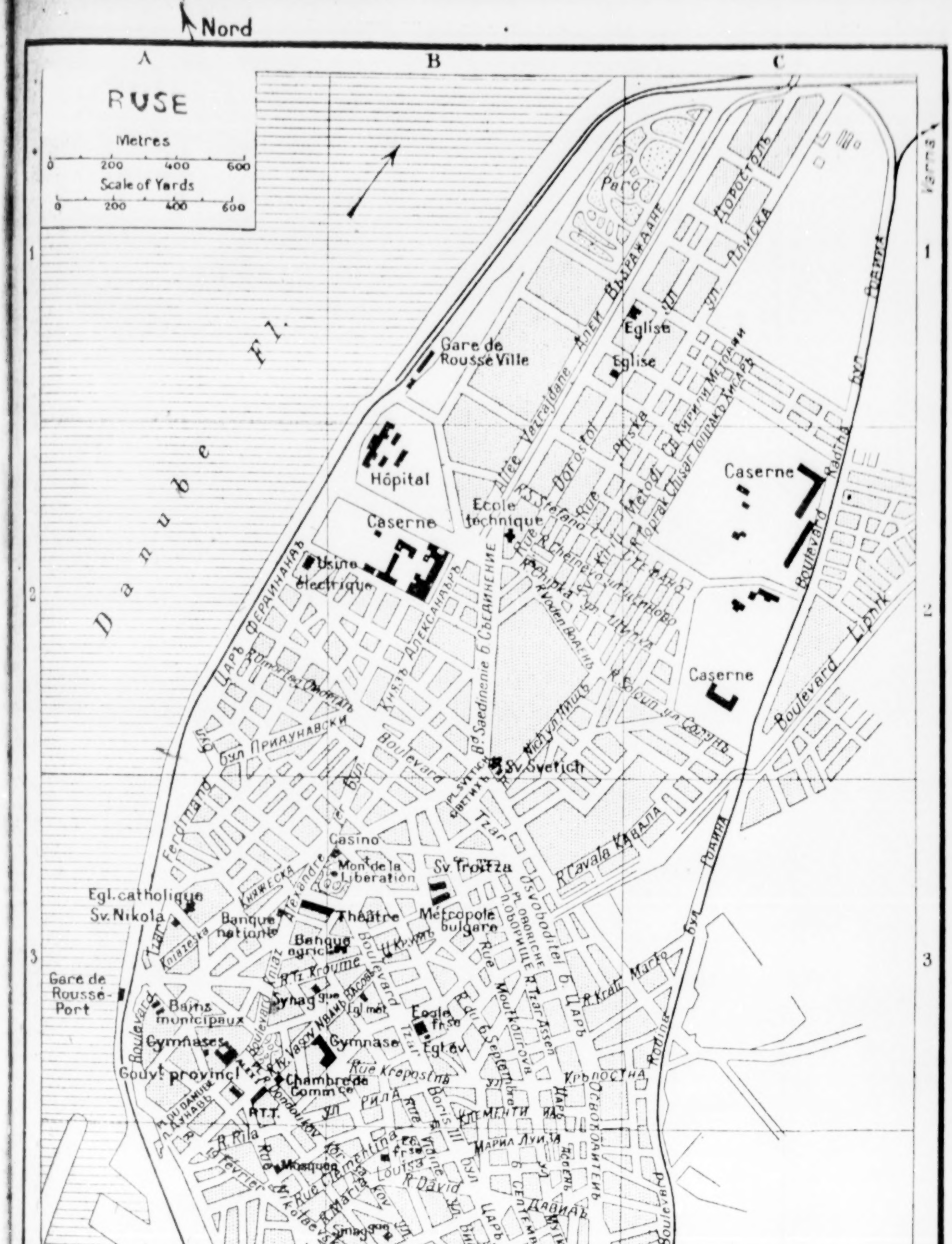
One of the three Bulgarian broadcasting stations is located in Stara Zagora. In 1940 it had a daily two-hour program of its own. The rest of the time it is a relay station (along with Varna) for Sofia programs, using the call name "Sofia-Stara Zagora-Varna" in place of identification letters. It has power of 2,000 watts, and a frequency of 134.8 kc. (223 m.), although the old frequency of 1,400 kc. (214 m.) may still be in use. In 1939 there were 1,294 receiving sets in Stara Zagora. 565/

Health. There is a large new class I state hospital on the outskirts W of the city and N of the Plovdiv highway opposite one of the barracks. In 1931 the old hospital had 150 beds. 566/ Stara Zagora used to be unhealthy, but apparently conditions have improved considerably.

Government. The city is the administrative center of Stara Zagora oblast, with an oblast chief of police and oblast court. It is the headquarters of the tenth gendarmerie group, with subordinate units in Kazanluk and Karlovo. The state prison, south of the city, had a capacity of 250 in 1931. 567/ The oblast director is Boris Kotsev. 568/ There is also an Orthodox Metropolitan (archbishop).

Newspapers. Utrinen Iuzhen Glas (A.M.) (Morning Southern Voice), daily; Duma (Word), twice a week in the morning, and Zora (Dawn), weekly. Each has a circulation of from 2,000 to 3,000. 569/

Military. There are two large barracks in peace time, housing units of the "Aegean" infantry division with general headquarters in Haskovo. There were also units of artillery and the air force stationed here. 570/ The airdrome at Kolio Ganchevo is reported to have been taken over by the Germans.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Sv. Svetich
Casino
Mon! de la Libération
Sv. Troitza
Egl. catholique Sv. Nikola
Banque nationle
Théâtre
Métropole bulgare
Banque agricle
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Synag.
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R. Dorostol
R. Pliska
Boulevard Radina
Boulevard Lipnik
R. Cavala
Osvoboditel
R. Kral Marko
Rue Kreposina
R. Rila
Rue Clementina
R. Maria Louisa
R. David
R. Nikolaevska
Rue Levski
Rue Nadejda
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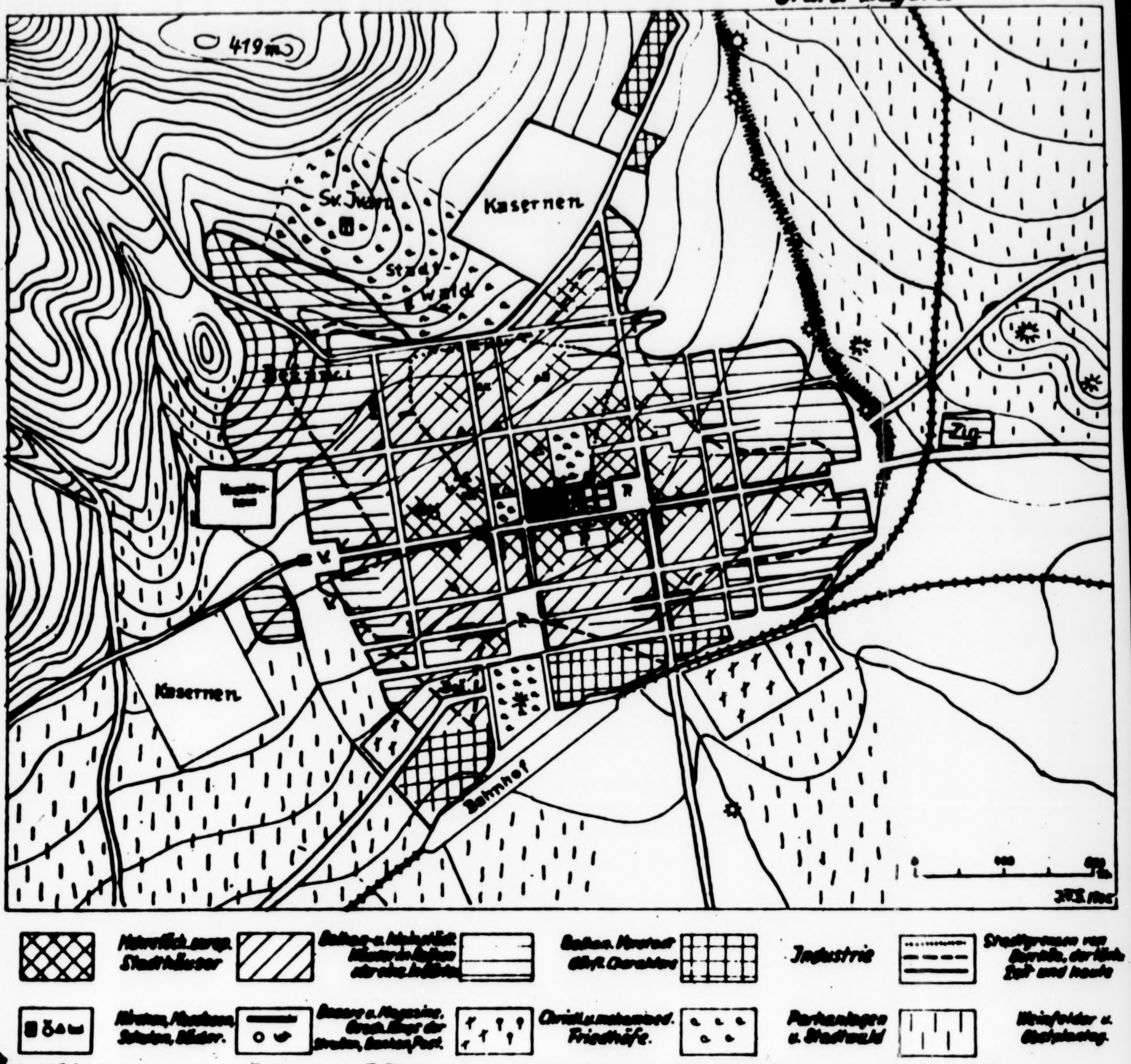
Stara Zagora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Kirchen, Moscheen, Schulen, Bäder.
Basare u. Magazine. Banken, Post.
Christl. u. mohammed. Friedhöfe.
Parkanlagen u. Stadtwald
Weinfelder u. Obstplantag.

B- Obština (Bürgermeisterei u.s.w.) F.- Feuerwehr. T.- Theater, Kino, Lesehalle etc. E.K.- Evang. Kirche. K.K.- Kathol. Kirche. S.- Synagoge. P.- Pazarplatz.
V.- Viehmarkt. Zig.- Zigeuner. Bez. Bezanci.

12. Varna

Importance. Second largest Bulgarian Black seaport, handling 20 per cent of the country's peacetime foreign trade. It has the largest naval base and ship repair facilities, and is an important industrial city and summer resort. Since the return of Southern Dobrudja, it has regained significance as a grain market center.

Location. Latitude: 43°12' 20" N; longitude: 27°55'3 E. The elevation of harbor is 20 feet; of the city 20 to 115 feet. The city is located in the NW corner of Varna bay. Except at the harbor, the shore rises steeply from the beach to an average height of about 60 feet. A bare flat-topped hill, 900 to 1,000 feet high, forms an arc around the city to the N and NE at a distance of 3 to 4 miles. 571/ West of Varna is 12.5-mile long Devna lake, connected with the bay by a ship canal.

Description. Varna is built on a slightly rolling plateau which slopes up from S to N. Its streets are wide and paved with asphalt macadam or stone. Most houses are brick. Industries are concentrated mostly south of the city on the isthmus between lake Devna and the bay. The main harbor is on the SE corner. A long park along the E side separates the city from the beaches.

Varna has grown ENE along the highway to St. Constantine, which is flanked by villas and vineyards, and also to the SW. Large buildings include the 6-cupola cathedral, 4 large hotels, in addition to 7 smaller ones, the Casino, 3 large high schools, and barracks on the NW. (See city plan and aerial view).

Climate. Varna has a relatively warm, healthful climate, with a mean yearly temperature of 53.6° F. Hottest months are July and August, with a mean temperature of 72° F., and coldest is January with a 34.5° F. average. The mean of the maximum temperatures recorded during July and August, over a period of 20 years, averaged from 86° to 91° F., and the mean of the minimum temperatures about 9.2° F. Absolute maximum and minimum were 106° F. and -11.7° F., respectively. Preceipitation average for 1930-35 was 18 inches. Averages for other 5 and 10-year periods have been as high as 21.7 inches. Atmospheric pressure varies from 758 to 764 millibars. 572/

In contrast to inland cities, autumn rainfall is greater than in the spring. Heaviest rainfall is in July and the least in February. Between 1931-1935 there was an average of 95 rainy, 26 snowy and 71 frosty days per year. There were 102 days with temperatures above 25° C.

Prevailing winds are E in the spring, N and NW in the winter, and W and E in the summer and autumn. They often come up suddenly and cause violent and dangerous storms. In addition there is a steady local breeze, called "lodos", blowing over the bay from the S. It is especially conducive to the growth of subtropical fruits and grapes. 573/ Because of its warm but comfortable summer climate, Varna is the foremost summer and health resort in the country.

Population. In 1934 the population of Varna was 69,944, with an additional 50,000 to 100,000 summer visitors yearly. Estimates in 1939 placed the population figure at 75,000. 574/

With regard to mother tongue, the population in 1934 was divided as follows:

Bulgarian	57,311
Turkish	5,779
Armenian	3,641
Jewish	936
Greek	480

A large number of those listed as Bulgarian-speaking also speak Greek. The religious division was:

Bulgarian Orthodox	57,733
Moslem	5,965
Gregorian (Armenian)	3,993
Jewish	1,595
Catholic	344
Protestant	264

Textile manufacturing, tailoring, fishing and shipping, the manufacture of food products, wood working, wine and beer making, metalworking and construction, are the principal occupations.

Utilities. The water supply derives from the Batovo Village area, near the old Rumanian frontier NE of Varna, and is carried over a concrete and iron aqueduct. Its output was 14.5 gallons per second, but in 1937 new sources were being tapped which would more than double this amount. 575/ In the outskirts water is obtained from wells and fountains, but tastes strongly of sulphur.

Light and power are provided by a municipal coal-operated Diesel plant, with a capacity of 1,580 K.V.A., and a new 9,000 kw. plant, both supplying 120/210 volt AC current. Natural gas is found near Varna, but it has not been exploited. 576/

Industry. Cotton spinning, with two large mills, is the largest single industry in Varna. Bulgaria's only glass factory is N of Gebedzhe (Belevo) station, 12 miles W of Varna station. Virtually all Bulgarian table salt is derived from deposts at Provadia, 32.5 miles W of Varna (output about 10,000 tons a year).

Flat-bottomed, 400-ton, 2 screw landing barges and submarines are reported being assembled at the port. The German-owned "Koralovag" Co., located one mile W of the station on Lake Devna, is equipped to make and repair ships, boats, light locomotives (no new ones built prior to 1939), railroad cars, steel bridge spans, storage tanks and vats, all types of machines, tools, dies, parts and castings. The company has a dry dock, which has recently been overhauled. There are also several smaller metal works, and an automobile body plant. A naval shipyard is soon to be constructed by a Bulgarian-German company. 577/

Other important industries are vegetable canning, textiles, wine and beer, ceramics and wood finishing. Varna is second to Burgas as a center of the fishing industry, handling from 2 to 3 million lbs. of fish a year. Only 15 per cent is absorbed by the local canneries and the rest is sold fresh. Special breeding takes place in Lake Devna, but the largest part of the catch is of migratory sea fish. 578/ For the shipping industry see main body of survey under "Shipping".

Supplies. Though the fish catch averages about 5,500 lbs. a day, the supply is largely seasonal. Largest catches are in spring and fall. Only limited coal supplies (lignite) are available at the docks and railroad yards. Varna is not a bunkering port. Oil is stored in 6 tanks with a total capacity of 30,670 tons located on the Devna canal. Three of the tanks with a 30,000-ton capacity were constructed in 1940 to take oil from Batum for trans-shipment to Germany and may be full only after oil ships have been in port. Underground storage facilities are reported constructed immediately to the S. 579/

Vegetables, fruits and quantities of grapes are grown locally. Livestock, eggs, dairy products, canned vegetables, fruit pulp, oil seeds and oil, charcoal, wood products and cotton and wool textiles are available in considerable quantities. Since 1940 Varna has once more become a center for the wheat area of Dobrudja and large quantities of cereals will probably be found in three large grain silos at the main docks. On the average, 2,205 tons of meat are prepared yearly in the local slaughter house. 580/ Coal and to some extent wood are used for fuel.

Highway Connections. The main road from Varna leads W to Shumen (56.5 miles), where it branches to Ruse (130 miles) and Sofia (276 miles). It is 29.5 feet wide, its metalled portion is 19.6 feet and it is usually in very good condition. A first-class highway runs N to Dobrich (37.3 mi.). Varna and Burgas are connected by two roads. The 65 mi. "a coastal road", which averages 16.4 feet in width (paved portion), is usually in poor repair. The inland road via Provadia and Aitos (98 mi.) is wider, with about 19 feet metalled, and well kept up. An important road is Varna-Balchik (26 miles), of which 10 miles are 20 feet wide asphalt, and the rest 16 feet macadam. It follows the coast and passes through St. Constantine, a large resort suburb. 581/

Transportation. Varna has 4 intra-city bus lines, one of which runs ENE to St. Constantine. Interurban bus lines run to Burgas via Provadia and Aitos (trip as far as Provadia usually made by train), to the port and village of Bela on a branch of the coastal road (34 mi.), to the ports of Balchik (14 mi.) and Kavarna (22.4 m.) in former Rumanian territory, and to Oborishte and Dobrich (37.3 mi.). There are limited automobile repair facilities and supplies of parts. The "Koralovag Co." is equipped to do all types of mechanical repairs.

Railways. Varna is the terminus of the trunk lines from Sofia (336 miles) and from Ruse (139.5 miles), which run over the same track between Kaspichan and Varna. Through Sindel and Razdelna (Iovkovo) junctions, about 10 miles W, Varna is connected N with Dobrich (56 mi.) and S with Dolen Chiflik (15 mi.). A line is under construction which will connect Sindel with the new Shumen-Karnobat line at Murna and shorten the distance to southern Bulgaria by about 100 miles.

The railway repair sheds at the W end of the Varna marshalling yards and the "Koralovag" plant SW of them can handle most repairs.

Air Transportation. Varna has a small civilian landing field, expanded by the Germans, and a well-equipped seaplane base located on the S side of Devna lake, 1.2 and 3.1 miles from the city, respectively. (For details see main body of survey under "Commercial Aviation"). There are seaplane hangars at the naval base, and two squadrons of Bulgarian seaplanes are reported located there.

Water Transportation. Since the last war Varna has been Bulgaria's second largest port. The return of Southern Dobrudja has increased its hinterland. The main quay can handle 6 or 7 ships of draft less than 29.8 feet. There is no tide. Harbor cranes have handled 139-ton locomotives. Two railway jetties have recently been constructed in the NW corner of the inner harbor. The naval repair shops are small, but efficient. 582/ (For harbor and shipping details see main text under shipping).

Communications. Varna had an entirely automatic telephone exchange with 920 subscribers in 1938. A trunk line to Provadia and Shumen connects with all cities in northern Bulgaria, and a second to Burgas with southern Bulgaria. The Bulgarian telephone system joins with the former Rumanian network in southern Dobrudja at Dobrich (Bazargic). The telegraph system is adequate. 583/

There is a 2,000-watt radio broadcasting station at the junction of the Shumen and Dobrich highways, about 3 miles W of the city. An old radio telegraph station on the hill NW of Varna is believed to have been dismantled.

Health and Sanitation. Varna's moderate climate is beneficial to ailments such as rickets, bone, skin, respiratory and glandular disorders, peritonitis, anemia and arthritis.

Largest hospital is the Marine Hospital, which had 240 beds in 1938. There is also an army hospital and a hospital and dispensary connected with the bathing establishments. There are about 15 pharmacies. At St. Constantine and NW of it along the coast are 10 or more large sanatoriums and rest homes (over 200 beds each), which can be used as hospitals. In 1939 the city had about 150 doctors, 40 dentists, and 30 druggists. 584/

Mortality statistics indicate little or no tendency toward epidemics. Among the population of about 70,000 there were an average of 900 to 1,000 deaths a year. There is virtually no malaria. 585/

Because of foreign tourist traffic, sewerage and general cleanliness has been kept at a high level. There are sewers and drains in the whole main city area.

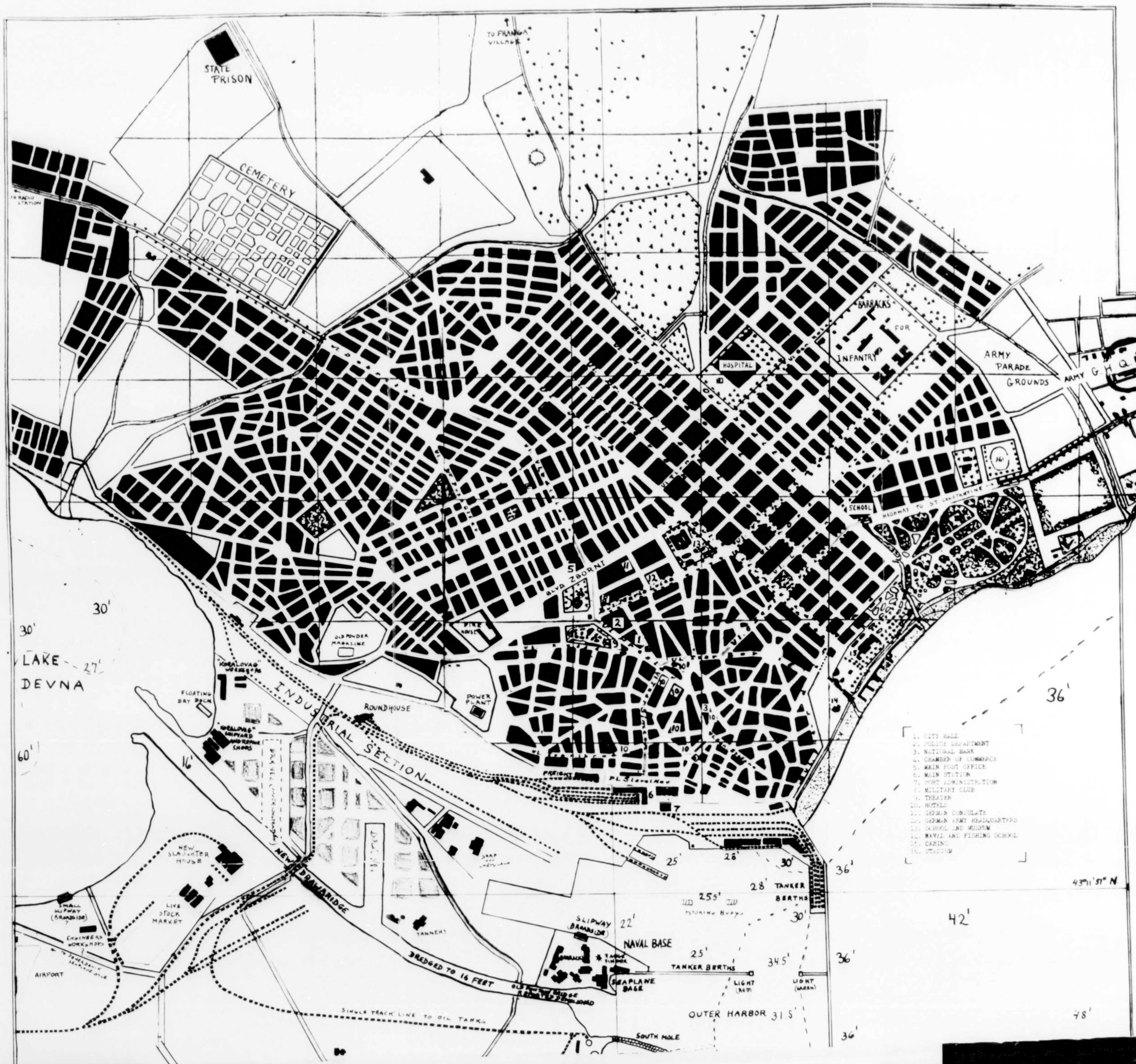
Municipal Government. Since 1934 Varna has only been an okolia (district) center. It is the seat of an important stock exchange, grain exchange, an active region chamber of commerce and a branch of the Shumen Region court. At present Varna and the immediate coastal area are reported under German control, with special restrictions for civilians.

Newspapers. Dailies are: Varnenska Poshta (A.M.), Varnenski Novini (P.M.) and Cherno More (noon). They are independent with 4,000 to 7,000 circulation each. 586/.

Military Considerations. In peace time Varna was the headquarters of an infantry batallion (part of Shumen Regiment), a frontier guard batallion, 2 gendarmerie companies, and 2 fortress companies, each manning two 8-inch batteries on either side of Varna bay. The navy, usually based at Varna (see main body of text, section on shipping), consisted of 4 patrol boats of 110 tons each, armed with machine guns and torpedo tubes, and 8 other motor boats of various types. The high banks and narrow, often rocky, beaches make landings difficult in this sector. Expansion of the coastal fortifications is reported, and a submarine base on the S shore of Devna lake, W of the Penerdzhik seaplane station, is probably completed.

At present Varna is headquarters of the Third Army under General Stoichev, which includes the 2nd, 4th, and 12th divisions. 587/

Due to its large size, the following document has been filmed in segments. The order of the segments is as follows: left to right, top to bottom.


TO FRANGA VILLAGE
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BLVD ZBORNI
OLD POWDER MAGAZINE
FIRE HOUSE
POWER PLANT
ROUNDHOUSE
INDUSTRIAL SECTION
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PL SLAVEIKOV
"KORALOVAG" WORKSHOPS
FLOATING DRY DOCK
"KORALOVAG" SHIPYARD AND REPAIR SHOPS
NEW SLAUGHTER HOUSE
LIVE STOCK MARKET
NEW DRAWBRIDGE
SMALL SLIPWAY (BROADSIDE) ?
ENGINEERS WORKSHOPS ?
AIRPORT
TANNERY
SOAP AND CHEMICALS
DREDGED TO 16 FEET
SINGLE TRACK LINE TO OIL TANKS
SLIPWAY (BROADSIDE)
NAVAL BASE
SEAPLANE BASE
TANKER BERTHS
MOORING BUOYS
LIGHT (RED)
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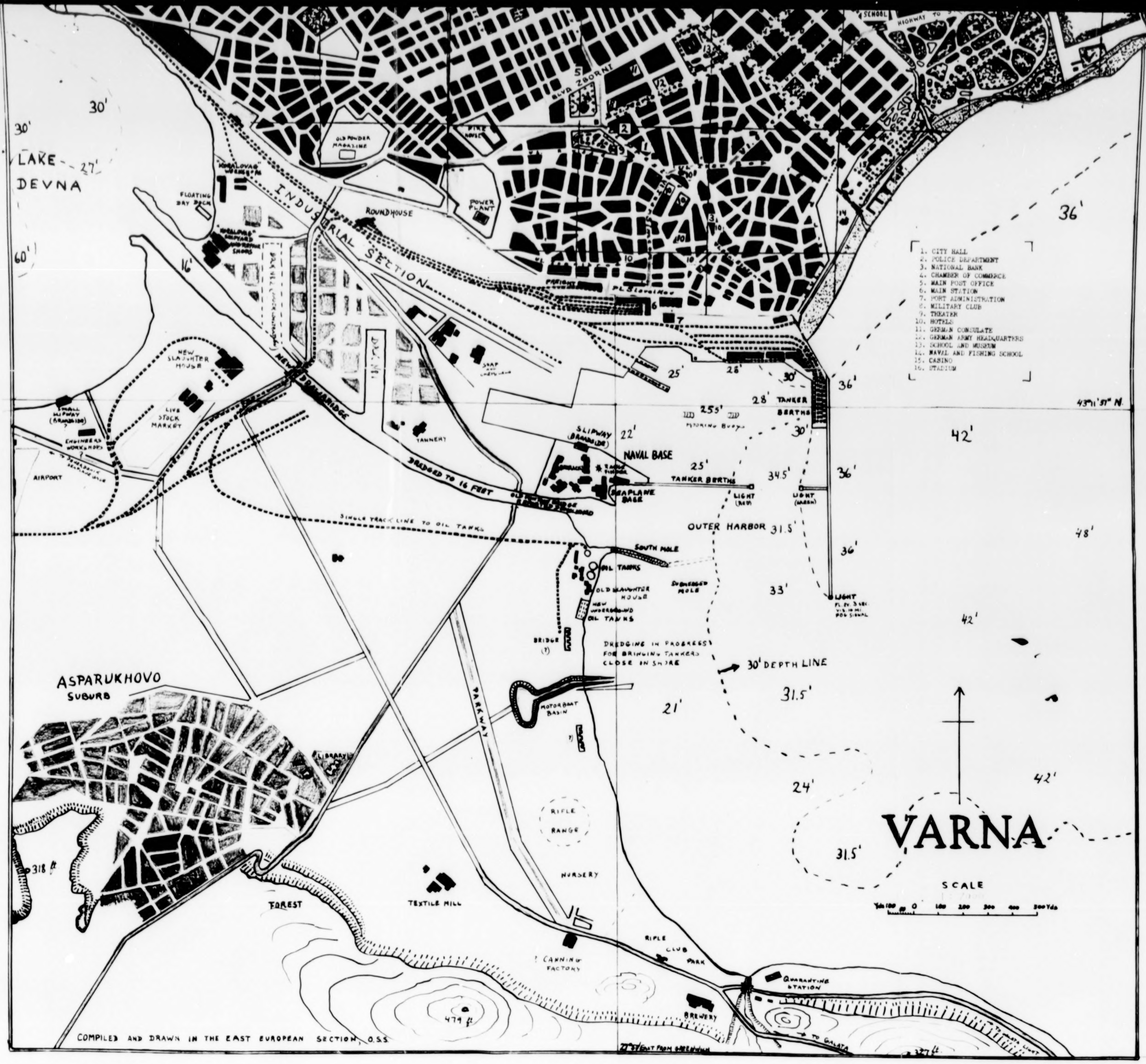
2. POLICE DEPARTMENT
3. NATIONAL BANK
4. CHAMBER OF COMMERCE
5. MAIN POST OFFICE
6. MAIN STATION
7. PORT ADMINISTRATION
8. MILITARY CLUB
9. THEATER
10. HOTELS
11. GERMAN CONSULATE
12. GERMAN ARMY HEADQUARTERS
13. SCHOOL AND MUSEUM
14. NAVAL AND FISHING SCHOOL
15. CASINO
16. STADIUM


VARNA
1. CITY HALL
2. POLICE DEPARTMENT
3. NATIONAL BANK
4. CHAMBER OF COMMERCE
5. MAIN POST OFFICE
6. MAIN STATION
7. PORT ADMINISTRATION
8. MILITARY CLUB
9. THEATER
10. HOTELS
11. GERMAN CONSULATE
12. GERMAN ARMY HEADQUARTERS
13. SCHOOL AND MUSEUM
14. NAVAL AND FISHING SCHOOL
15. CASINO
16. STADIUM
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BLVD ZBORNI
OLD POWDER MAGAZINE
FIRE HOUSE
POWER PLANT
"KORALOVAG" WORKSHOPS
FLOATING DRY DOCK
"KORALOVAG" SHIPYARD AND REPAIR SHOPS
INDUSTRIAL SECTION
ROUNDHOUSE
FREIGHT
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NEW SLAUGHTER HOUSE
LIVE STOCK MARKET
NEW DRAWBRIDGE
SMALL SLIPWAY (BRANDSIDE) ?
ENGINEERS WORKSHOPS ?
AIRPORT
TANNERY
SOAP AND CHEMICALS
DREDGED TO 16 FEET
SINGLE TRACK LINE TO OIL TANKS
SLIPWAY (BRANDSIDE)
NAVAL BASE
SEAPLANE BASE
TANKER BERTHS
TANKER BERTHS
MOORING BUOYS
LIGHT (RED)
LIGHT (GREEN)
LIGHT Fl. ev. 3 sec. vis. 10 mi. FOG SIGNAL
OUTER HARBOR
SOUTH MOLE
OIL TANKS
OLD SLAUGHTER HOUSE
NEW UNDERGROUND OIL TANKS
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RIFLE CLUB
PARK
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COMPILED AND DRAWN IN THE EAST EUROPEAN SECTION, O.S.S.

Il porto e la città di Varna.

13. Vidin

Importance. The largest town in northwest Bulgaria Vidin is the country's westernmost Danube port and a railway terminus, located opposite the Rumanian railhead at Calafat.

Location. Latitude: 44°0' N; longitude 22°51' E; elevation 115-125 ft.; located on a loess plain, 18.6 mi. wide, on a W bend in the river. The town lies on a slight elevation in the delta or depression between the Topolovitsa river, which borders the town on the W, N and NE, and the Sveta Petra stream, which passes the town on the SW. Formerly these streams were used to flood the moats surrounding the town. 588/

South of Vidin, along the Sveta Petra river there is a swamp or lagoon (length 2.1 miles, width 1,263 to 2,297 ft., area 0.5 sq. mi., elevation 106.6 ft.), separated from the Danube by a narrow causeway over which pass the road and railway. 589/ Dykes have been built and efforts made to drain the swamps, but disastrous floods still occur in spring. In 1942 a large part of the town and some neighboring villages were inundated, and 3,273 houses were destroyed or damaged. 590/

High water, which occurs between April and June, depending on snow conditions, may be over 21.3 ft. above the low water level. 591/

Vidin is 33 miles downstream from the mouth of the Timok river, 492 miles upstream from Sulina; and 30 miles W of Lom, the next important Bulgarian port. 592/ About 3 miles directly E on the left bank is Calafat. Between the two ports are one large and several small islands. The Bulgarian Danube is at its narrowest (about 2,300 ft.) immediately above Vidin.

Description. Political and economic conditions and the surrounding marshy ground have interfered with the satisfactory development of the town. It is built along the river bank in a northeast-southwest direction. It is regularly laid out only in part. The old Turkish quarter, with small, flimsy houses, lies on the N side, W of the old fortress. Here there are now a number of vacant areas. On the outskirts, along the Topolovitsa river, there are newer shacks of peasants, who have moved to Vidin. The newer Bulgarian quarter, with substantial one and two-story houses, lies SW. The business section is in the center, W of the port.

Opposite the port is a large open area or square, with the port building and railroad sidings on the S, hotels on the W and the public park, with municipal baths and swimming pool, fronting the river on the N. Beyond it in the NE corner are remnants of the old fortifications, and a partly restored stone and brick fortress. Other prominent buildings include a large cathedral, several mosques, and a new four-story court house.

The streets are generally wide and straight. Those in the center are paved with stone blocks. The principal ones radiate from the port, one of them extending to the station, in the SW. 593/

Climate. The hottest month is July and the coldest January. Mean temperatures are: January 28.4° F., April 52° F., July 41.8° F., October 53° F. The absolute maximum is 105.4° F. and absolute minimum -23° F. Average annual precipitation is 24.9 inches. Heaviest rainfall is in June (3 in.) and the least in February (1.3 in.). The summer is comparatively hot and dry and extends into October. Rainy days average 77, days with snow 35. Snow cover lasts about 50 days. There are over 100 days with frost and 120 days above 77° F. During seven months the temperature is above 50°F. Prevailing winds are W, E, and SW. 594/

Population. In 1934 (the last census) the population was 18,465, a slight decline since 1926. Of this number about 1,000 were foreign born, half of them refugees from Yugoslavia. Bulgarian was the native language of 15,400. There were 1,400 Turks, 800 Gypsies, over 900 Spanish-speaking Jews, and 85 Armenians. Bulgarian Orthodox numbered 15,364; Moslems, including Turks and Gypsies, totalled about 2,000. There were also a few Catholics and Protestants. 595/ In the vicinity there are some Rumanian villages.

The occupations of the inhabitants include farming, trade, handicrafts, fishing and transportation. In recent years peasants have come in from surrounding villages, but they continue farming.

Utilities. Good water is lacking. One of the towers of the fort is used as a reservoir for the soldiers quartered there. 596/ There is no sewer system and sanitary installations are of the primitive type. The town is electrically lighted by the municipal Diesel power plant with 425 K.V.A. Service was interrupted by the flood in the spring of 1942. 597/

Industry. Vidin used to be a flourishing commercial and artisan town, but has been declining. There are still a few gold and silver filigrée craftsmen. Brick, tile and pottery are also produced. There are a few food industries of local importance, including alcohol manufacture. Lom has displaced Vidin as a port. 598/

Supplies. The town is situated in a fertile agricultural region producing considerable amounts of cereals (especially wheat), vegetables and grapes. Fish, including sturgeon, are obtained from the Danube and its overflow lagoons. There is a central market for fruit and produce. About 550 tons of meat are slaughtered annually. The area around Vidin is relatively treeless.

Highways. The principal highways are: NW to Bregovo, on the Yugoslav border (16 mi.) and Negotin (30 mi.); and S to Belogradchik (32 mi.) and Sofia. Other roads go SW to Kula (20.5 mi.) and Zaichar, in Yugoslavia (56 mi.); to Rakovitsa (28 mi.) on the Danube; at Gurkovo on the Belogradchik highway, a road branches off and follows the curve of the Danube to Lom (35 mi.) This road follows the line of hills which form the right bank of the Danube and in 1934 was said to be bad, especially in wet weather. 599/ Over the surrounding marshy ground, roads run over low stone viaducts.

Railways. Vidin is the end of a branch which [illegible]s the Sofia-Mezdra-Lom line at Brusartsi, 52.8 mi. from Vidin. For some distance before reaching the town, the railway parallels the Belogradchik highway. About one mile from the station a line branches to the port. The two lines are connected by a loop forming a triangle; this serves as a turning triangle in place of a turntable. 600/ In the open area alongside the port buildings there are several sidings. Length of sidings in 1937 was 0.85 mi. 601/

The main station is located S and W of the port. In 1937 the locomotive sheds were inadequate; the average daily number of passenger trains was 4; of freight trains 2.59.

Lom is nearer Sofia by rail and, therefore, handles more traffic, but Vidin has the advantage of being opposite the Rumanian railhead at Calafat. Steam passenger ferries, which make connections between trains at Vidin and Calafat, require about one-half hour to cross. Automobile ferries are available, and a railroad ferry was under consideration in 1940. 602/ Before the war the Bulgarian and Yugoslav governments had agreed to connect Vidin and Negoti by rail. 603/

River Transportation. Vidin is the first Bulgarian port of call on the W. In 1937, out of 26 Bulgarian Black Sea and Danube ports, it ranked third in passenger departures, fifth in cargo loaded, seventh in cargo unloaded, and seventh in ship arrivals and ship capacities. 604/

The totals for 1939 are as follows: 605/

Passengers arrived	11,960	Departed	16,615
Ships "	1,102	"	1,106
Tonnage "	212,844	"	213,925
Cargo discharged	8,100 tons	Loaded	9,800 t

These figures show a considerable decrease, especially for cargo loaded, which was over 77,000 tons in 1911.

The port is located on a slight curve in the river. The sloping bank is faced with stone. The principal quay is 1,300 ft. long; the secondary (lower) quay 555 ft. One large wooden shed has an area of 12,300 sq. ft.; 150,000 sq. ft. of open storage space are available. In 1937 there were 4,500 ft. of normal gauge railway sidings which ran parallel to the river and were connected with the main station. 606/ There are several pontoons for passenger traffic. Barges tie up at the quay. Customs buildings and freight sheds are located between the river bank and the railroad sidings. Hand cranes are generally used.

Rise of high water is about 25.4 ft. (maximum). High water occurs in spring and again in early summer depending on snow-melting conditions. Lowest water is in the autumn.